An Addition
to the
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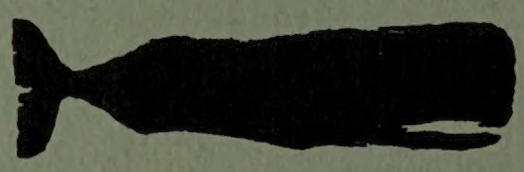
Whaling
Collection



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Wh
A148
1847

Edmund C Jennings Oct the 13th 1847

of New Bedford Mass

This Journal of a Whaling
Voyage to the Pacific
Ocean

444
125

Ship Abigail of New Bedford

Oct. the 27

1843

Ship Abigail towards the Pacific Ocean

October the 27th 1847
commences with pleasant weather
at 10 a m took our anchor and sail
for a Cape Horn voyage so Ends

Wednesday the 28th
commences with light winds and pleasant
weather at 11 PM a strong Breeze springing
up from the Northward. latter part
strong winds at 9 ct in took in the main
Topgallant sail at 10 Reefed the fore &
mizen Top sail Saw 2 sail steering
to the N W So Ends steering S S E

Thursday the 29th
commences with strong winds and squaly
weather at PM closed the fore and mizen
Top sails steering S S E at So Ends

Friday the 30th
commences with strong winds at 2 PM
luffed to the wind to S E at 11 PM close
reefed the fore & mizen topsails and furled the
main sail at 5 a m loosed and set it again
at 9 the wind increased again and took
it in again the wind E S E. So End Lat 36 14

Saturday the 31st
all of these 24 hours Blowing a gale from
the N E the Ship lying to the S E So Ends

Sunday the 1 of Nov
all of these 24 hours Blowing a heavy gale
from the N E the Ship lying too to the
S E all hands Sea sick So Ends

Monday the 2d
the first part a heavy gale from the N E at 8 PM
moderated and the wind hauled more to the Eastward
at 4 a m loose Ship to the S S E at 7 loosed
the fore and mizen Top Sails So Ends

Ship Abigail towards the

Tuesday Nov the 3d 1847
comences with Strong winds and squally weather latter part more moderate Employed fitting Breaking out

Wednesday the 4th
first part light winds and pleasant Employed Breaking out latter part Strong winds squally Steering East So Ends

Friday the 5th
all of these 24 hours Strong winds and squally weather at 7 PM took the main sail and fitted latter part Employed in bending the main stay sail
Lat 35-12 So Ends

Saturday the 6th
all of these 24 Strong winds and pleasant weather latter part Employed in fitting Boats
So Ends

Sunday the 7th
commences with Strong winds from the westward Employed Breaking for water at latter Blowing a gale the Ship a scudding under double Reefed topsails

Monday the 8th
all of thes 24 hours Blowing a gale from the westward at the Ship scudding at 1 PM took in the mezen topsails and close reefed the fore at 5 took in fore sail and fore topsails and lufed to the wind at 10 a M kept her away again So Ends
Steering E by S

Tuesday the 9th
all of these 24 hours Strong winds from the westward Steering E by S Employed doing various jobs
So Ends

Wednesday the 10th
commences Strong winds squally from the west with 2 sails in reefed at 10 PM the wind hauled round to the southward and blowed latter part Employed Breaking out the main hatch

Pacific Ocean

Thursday Nov the 11 th. 1847
all of these 24 hours fine Breezes and pleasant
weather first part Employed in Breaking out
yesterday saw a Wreck it appeared to be a
Ship or a Brigg Brok in two Latter part
Employed in making scrub Brooms and fitting
Boats. the wind to the westward Steering
E & E So Ends

Friday the 12 th
all of these 24 hours light winds and pleasant
weather first part Employed in Breaking out
for Bread and fitting Boats Latter
part fitting Boats the wind to the westward
Steering E & E So Ends

Saturday the 13 th
all of these 24 hours light winds and pleasant
Steering S E by E the wind from the westward
the first part Employed in fitting Boats and
Rigging Latter part Breaking out the fore
hold So Ends

Sunday the 14 th
first part Strong winds and squally weather Employed
in breaking out the Fore Hold at 5 P.M. took in the
main topgallant sail and double reefed the topsails
and furled the main sail Latter part fine weather
the wind from the Northerd steering S E by E & E So Ends

Monday the 15 th
all of these 24 hours fine winds and pleasant weather
Latter part Employed in sending out the fly jibb boom
and sending topmast studding sail Steering S E by S the
wind from the Northerd So Ends

Tuesday the 16 th
all of these 24 hours light winds and pleasant
weather first part Employed in sending
the fly jib and other small jobs
Latter part serving up Rigging So Ends

Ship Abigail towards

Wednesday Nov. the 17th 1847
first part calm and pleasant at 6 P M a Breeze
Sprung up from frome the S E Ship Steering by to the
N E Employed in setting up Rigging Latter part
Strong winds and Sailing the Ship under double Reefed
top sails - at 11 took in the jibb and main Sail
So Ends

Thursday the 18th
first part Blowing a heavy gale from the S E
at 6 P M Wore Ship to the Southerd and took in
the Fore and mizen top sails and close Reefed the
main at 9 it Blew heavy and suddenly
changed to the N W we Breed round the yards
and Steered S S W until 11 A Clock after sea
got regular we Kept her her course S E by E
Later part light but squally So Ends

Friday the 19th
all of these 24 hours fine Breezes and pleasant
Weather Employed in fitting Boats and Rigging
saw 2 sails Steering to the Westward
So Ends

Saturday the 20th
first part Strong winds and pleasant weather
Employed in fitting Boats &c Latter part strong
and squally Employed in fitting Boat and Rigging
the winds N E Steering S E by E So Ends

Sunday the 21st
all of these 24 hours strong winds and pleasant
Weather the winds to the Eastward Steering by to the Southerd
saw 5 sails two astern going the same as ourselves
So Ends

Monday the 22d
all of these 24 hours fine Breezes and pleasant
Steering by the Southerd with one sail a following us
at 10 A M saw a Barque Steering to the Northerd
at 4 sent up the mizen topgallant yards

[illegible]

[illegible]

Thursday June [illegible]
[illegible] of these [illegible] Thousand Strong [illegible]
[illegible] Expected, [illegible]
Kingdom of Mexico [illegible] Lake
[illegible]

Friday June [illegible]
[illegible] of these 24 hours Strong breezes and
[illegible] with a [illegible] in the Wind
[illegible] Course [illegible] E and [illegible]
[illegible] Remainder of the Day [illegible]

Saturday the [illegible] of January 1848
[illegible] 24 hours a strong wind
[illegible] very [illegible] [illegible]
[illegible] and Seeing of the Lake staggering
Lake [illegible]

Sunday the 2[illegible]
all of this 24 hours Strong Breezes
[illegible] Sleeping by [illegible]
[illegible] in [illegible] Ship [illegible] the EE [illegible]
[illegible] Lake [illegible]

[illegible]

[illegible] Strong Breezes [illegible]
[illegible] 1/2 of [illegible]
[illegible] Steeper

[illegible]

[illegible]

Transcript of Page 1 of a

Thursday the 30th of [illegible]

[illegible]

[illegible]

[illegible]

[illegible]

Commenced with strong winds from
the W & S.W. veering to the S.W.
Employed in mending Sails, Jackets
and Spunges, and cleaning the
[illegible] under the [illegible]
[illegible] Sept 14th

Hundred and 75
Lost sight of Sabrina Heights from
the mast head in Hain Harbour
[illegible] Lat 50.4
[illegible] Falkland [illegible] bearing [illegible]
Dist 65 Miles

Brig [illegible] from New [illegible]

[illegible] 18[illegible]
[illegible]
[illegible] on [illegible]
[illegible]
[illegible] at [illegible]
[illegible]
[illegible] 25 [illegible]

Thursday [illegible]
[illegible] again [illegible]
[illegible]
[illegible] at 45 [illegible]
an Eastward [illegible] and [illegible]
be the [illegible] or it is [illegible]
[illegible] up from the [illegible]
[illegible] at 55 56 [illegible]

Friday [illegible]
First [illegible] from the [illegible]
[illegible] in spoke the ship
[illegible] at 3 [illegible]
[illegible] westward and [illegible]
[illegible] the [illegible]
[illegible] and [illegible]
[illegible]
[illegible] company with [illegible]
13 15

Saturday [illegible]
[illegible]
[illegible]
[illegible]
[illegible]
[illegible]
[illegible]

Sunday [illegible]
[illegible]
[illegible]
[illegible]
[illegible]
[illegible] 13

[illegible]

[illegible] 7th

[illegible]

[illegible]

Tuesday 7th 8 A.M.

[illegible]

Wednesday 7th 6 P.M.

[illegible]

Monday 7th 7 P.M.

[illegible] 24 [illegible] from the Spithead [illegible] to the [illegible]

5 P.M.

[illegible]

Tuesday 7th 8 A.M.

[illegible] 4th [illegible] Dance [illegible] Cruise [illegible] came [illegible]

[illegible] one of the smoke [illegible]

Wednesday 7th [illegible]

[illegible]

Thursday 7th 6 P.M.

[illegible]

[illegible]

Saturday the [illegible]
all of [illegible]
[illegible]

Sunday the 20th
all of this day [illegible]
[illegible]

Monday the 21st
all of this day [illegible]
[illegible]

Tuesday the 22d
[illegible]

[illegible]

[illegible] Letter from Mr. [illegible]

[illegible] 2 February 1[illegible]

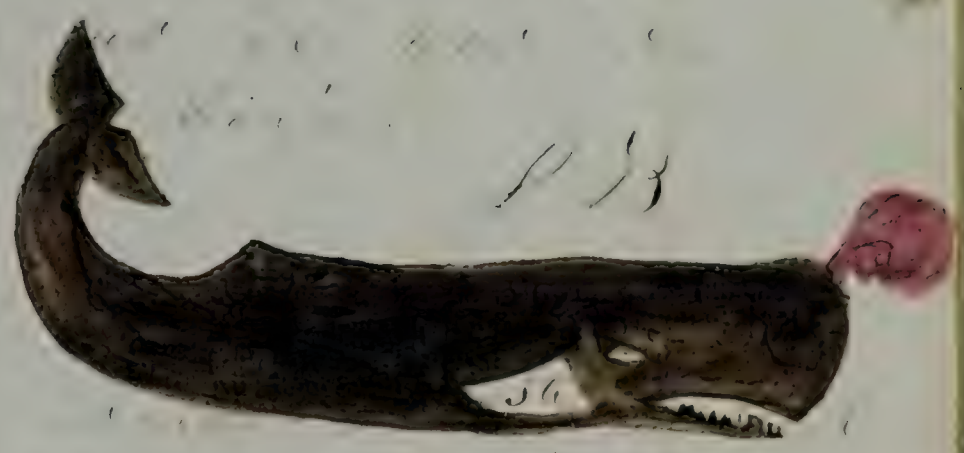
[illegible] the last and till date [illegible]

[illegible]

[illegible]

[illegible]

[illegible]



Ship Friend [illegible]

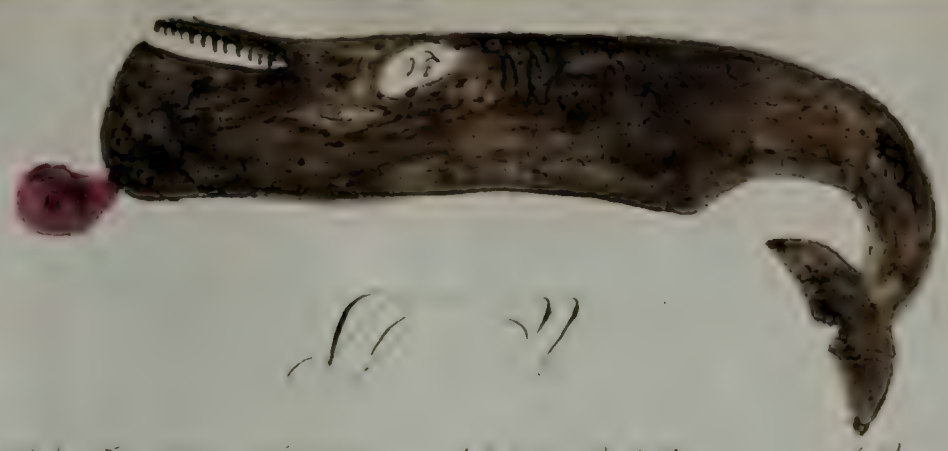
Sunday [illegible] 2d 1849
[illegible] and [illegible]
[illegible]
[illegible]
[illegible]
[illegible]

[illegible] the 3d
[illegible]
[illegible]
[illegible]
[illegible] a [illegible]
[illegible]

Tuesday the 4th
Comes in with [illegible] weather
[illegible] the [illegible]
and other from W.S.W. at 3 [illegible]
a whale and [illegible] to [illegible] to make
a [illegible] as [illegible]
was a going to windward [illegible] the
horizon we lowered the [illegible]
saw nothing we returned to the
ship and [illegible] and [illegible]
[illegible] saw nothing more [illegible]
Lat [illegible] Long [illegible]

Wednesday the 5th
[illegible]
[illegible]

Thursday the 6th
[illegible]
[illegible]
[illegible]
[illegible]
[illegible]
[illegible]
[illegible]



[illegible] Towards home

[illegible] 18
[illegible] 24 hours strong breeze
[illegible] we in imperial [illegible]
[illegible] and [illegible] [illegible]
[illegible] at 8 [illegible] 1852

Tuesday 13 [illegible]
[illegible] 21 miles [illegible]
[illegible] we [illegible] in sail
[illegible] [illegible] [illegible] [illegible]
[illegible] so rapid that we [illegible]
it [illegible] and made sail again [illegible]
Lat 16-03 [illegible] 1848

Wednesday 14 [illegible]
[illegible] [illegible] 21 miles [illegible]
[illegible] [illegible] [illegible] [illegible]
of a [illegible] [illegible] [illegible] [illegible]
[illegible] [illegible] [illegible] [illegible] [illegible]
[illegible] [illegible] [illegible] [illegible]
[illegible] [illegible] [illegible] [illegible]

Thursday 15 [illegible]
commenced with fine weather [illegible]
in steering down [illegible] [illegible] [illegible]
the Capt [illegible] [illegible] [illegible] [illegible]
[illegible] [illegible] [illegible] [illegible] [illegible]
[illegible] [illegible] [illegible] [illegible] [illegible]
at [illegible] [illegible] 1852

Friday 16 [illegible]
[illegible] [illegible] [illegible] [illegible] [illegible]
[illegible] [illegible] [illegible] [illegible] [illegible]
[illegible] 1844

Saturday 17 [illegible]
[illegible] [illegible] [illegible] [illegible] [illegible]
[illegible] [illegible] [illegible] [illegible] [illegible]
[illegible] [illegible] [illegible] [illegible] [illegible]
[illegible] [illegible] [illegible] [illegible] [illegible]
[illegible] [illegible] [illegible] [illegible] [illegible]
[illegible] [illegible] [illegible] [illegible] [illegible]
[illegible] [illegible] [illegible] [illegible] [illegible]

[illegible]

Ship [illegible] Rousseau [illegible]

Saturday May 27th 1848
at 2 P M [illegible] Boat sent in another
[illegible] a boat out at 4 P M the Capt
came on board and got under
way the ship being [illegible] [illegible] light
[illegible] [illegible] [illegible] [illegible] that the
wind [illegible] and anchored at 6
P M the ship went [illegible] again

Sunday the 28th
at 11 A M the Capt came on
board with the intention of going
under way but the wind being
light [illegible] [illegible] [illegible] [illegible] [illegible]
[illegible] at 6 P M went [illegible]
again

Monday the 29th
at 7 A M the Capt came on board
and [illegible] [illegible] [illegible] [illegible]
[illegible] and [illegible] [illegible] [illegible]
[illegible] the [illegible] Chain

Tuesday the 30th
[illegible] [illegible] [illegible] [illegible] [illegible]
[illegible] [illegible] [illegible] [illegible] 12 miles
[illegible] [illegible] [illegible] [illegible] [illegible]
[illegible] [illegible] [illegible] [illegible] [illegible]
[illegible] [illegible] the boat [illegible] [illegible]
[illegible] [illegible] whaling

Wednesday the 31st
[illegible] [illegible] [illegible] [illegible] [illegible]
[illegible] [illegible] the Boat [illegible] [illegible]
[illegible] [illegible] and [illegible] [illegible]
[illegible]

Thursday the 1st
[illegible] [illegible] [illegible] [illegible] [illegible]
[illegible] [illegible] [illegible] [illegible] [illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

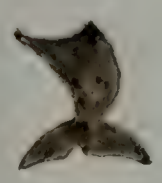
[illegible]

[illegible]

[illegible]

[illegible]

[illegible]



[illegible] Abigail [illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

Sunday the 24th
[illegible]

Tuesday the 26th
[illegible]

Friday the 29th
[illegible]

Ship Abigail Cruising

Sunday [illegible] 1845
[illegible] winds [illegible]
[illegible]
[illegible]
[illegible]
[illegible]

Monday the 4th
[illegible] winds from the Eastward
saw nothing [illegible]
[illegible] main top sail

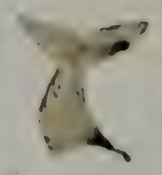
Tuesday the 5th
[illegible] and squally
employed [illegible]
[illegible] lat 30°15 lon 174°42

Wednesday the 6th
[illegible] and [illegible]
at 5 P.M. saw [illegible]
[illegible] the spanker to make
[illegible] employed
[illegible] & main
[illegible]

Thursday the 7th
[illegible] employed in
[illegible]
[illegible] lat 31°4 [illegible]

Friday the 8th
[illegible]
[illegible] employed [illegible]
[illegible]
[illegible]

Saturday the 9th
[illegible]
[illegible]
[illegible]



Ship [illegible]

Friday The 15 of April 1848
[illegible] weather [illegible]
Commences [illegible] the whales
again [illegible]
[illegible]
went down [illegible]

[illegible] Chased
them untill sundown without success
and then returned to the Ship
and took in the fore & mizen topgallantsails
and stood [illegible]
[illegible] untill 4 a m then [illegible]
[illegible] saw them again going
[illegible] went down and took
[illegible] 1 hour & 1/4 [illegible] then went down
[illegible] saw them no more
[illegible] Either went down untill the next
[illegible] or Changed their course and went
out of sight, But how they could
do all that I cannot tell as
it was very clear, but they are gone
however, [illegible] with all
their other [illegible] So Ends
[illegible] 163.12

Saturday the 16
[illegible] weather [illegible]
[illegible]
[illegible]
[illegible] 115 .5

Sunday the 17
[illegible] weather & light winds
Saw [illegible]
[illegible] 42 [illegible]

Monday the 18
[illegible]
[illegible]
[illegible]
[illegible] Back [illegible]

[illegible]

Ship Abigail Cruising

Monday Sept the 25th 1848
the weather at 7½ am saw a
gale birds to the windward in
sight the rest of that pod 3
miles to the windward Bearing
S E Ens
Lat 31 Long 77°

Tuesday the 26th
at 8 1/2 P M saw another Body of whales
going by the wind to the N W we
lowered 3 Boats at 4 the S Boat
went up to a whale he pierced
the Boat and Broke his Lance
out Did not succeed in getting
to the windward they Laid
from the Ship some miles
under the Lee of the Ship we
down and Chased them without
getting on Lo returned to the
Ship at Daylight hoisted the
men and lowered the W & S Boats
the S Boat struck at 10 Lowered
men to long side and commenced
cutting the W & S Boats still
fastened to the

Wednesday
fine weather Commences with 2 Boats
Chasing the others Cutting at 4 finished
Cutting at 8 A M Commenced boiling
at 6 A M saw whales coming to
the windward Lowered 3
Boats But did not get near them
at 10 returned to the Ship

Thursday the 27th
fine weather Boiling at 4 P M saw
whales Coming to the windward

57

Ship Virginia Cruising

Wednesday [illegible]
[illegible]

Thursday [illegible]
[illegible]

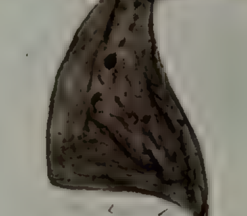
St 9. 111 35

Friday [illegible]
[illegible]

1150 9,145

Saturday [illegible]
[illegible] employed in [illegible]

Sunday [illegible]
Calm [illegible]



Monday [illegible]
[illegible]
[illegible] 4 men [illegible]

At Sea [illegible]

Tuesday [illegible] 184[illegible]
[illegible]
[illegible]
[illegible]
[illegible]
[illegible]
[illegible]
[illegible]
[illegible]

Wednesday [illegible] 11th
[illegible]
[illegible]
[illegible]
[illegible]
[illegible]

Thursday [illegible] 12th
Fresh winds from the Westward
Steering E S E [illegible]
the wind hauled round to the
Eastward [illegible]

Friday [illegible] 13th
[illegible] winds from the Southward
[illegible]

Saturday [illegible] 14th
[illegible]
[illegible]
[illegible]
[illegible]
[illegible]

Sunday [illegible] 15th
[illegible]
[illegible]
[illegible]
[illegible]

Ship [illegible] of [illegible]

[illegible]

[illegible]

[illegible] the Eastward

[illegible]

Employed in Rattling Down

Saw Fin Back [illegible] 21 47

Thursday [illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible] 1651

[illegible]

[illegible]

[illegible]

[illegible] 31st 1642

Wednesday [illegible] 1644

[illegible] 24th [illegible] Southerly [illegible] [illegible] East [illegible] [illegible] Lee [illegible] [illegible]

Tuesday [illegible]

[illegible]

[illegible]

Saturday the 4th

[illegible]

Monday 7th

[illegible]

Monday the 6th

[illegible] Blacking [illegible]

Monday the 6th

[illegible]

[illegible]

Sept. Voyage Among the Foot Rocks

Wednesday the 8th of Nov 1848
all on board these 24 hours lying to
Anchor Back of the Dam

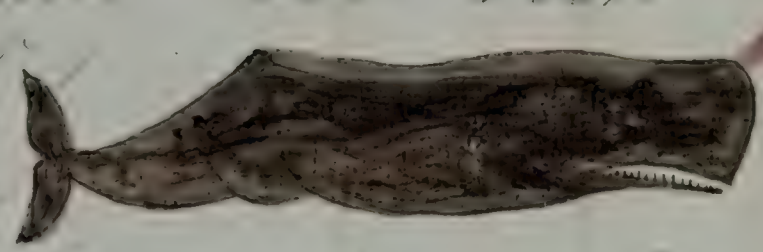
Thursday the 9th

Tuesday the 28th
from the 8th to the 28 nothing been done
except shifting sails
much rain, and getting
water and other necessities requisite for
a trip at sea. Latter getting ready for
sea at 11 in the all hands turn. Going
came on board

Wednesday the 29th
commenced with a strong wind from
the mountains all ready for sea
at 11 2 P.M. the Capt & Pilot came
board and shewed a Bow line
and now up the anchor made sail
cast off the shore lines and bid adieu
to Monmouth at 4 all hands
employed in mending the anchors &c
in Bow at 5 all in Kaiul stop

Thursday the 30th
wet & pleasant weather Running
down the coast rough & cloudy
in sight the coast the land at
all times but shore at a small day
and yet is very cold & we are
in the neighborhood of the Bay
but have to be in a proper place

Friday the 1st
the 1st P.M. wind ESE again let
go the place & at 5 hove to
to & hove & we see Sheep
but shew to be a cathedral or fort



Sails Abroad Towards

Thursday December the 7th 1848
First of these strong winds coming off
the Southward under two reefed
topsails at 8 Dto took in the Fore sail
Fore & main topsails it thundered & lightned
and rained very hard at 1 o'clock it
blew very hard so it blew away a
Fore topmast Stagsail at 6 o'clock more
moderate took in the Stagsail the
repair it
at 15.51

Friday the 8th
all of these 24 hours strong winds
from the Eastward shifting to
to the Southward and small rain
latter part blew the Fore topmast
staysail
1.42

Saturday the 9th
all of these 24 hours strong winds
from the Eastward shifting to the
S.S.E under two reefed topsails
at 11.25

Sunday the 10th
fresh winds shifting S.S.E
under close reefed topsails
at 1.45

Monday the 11th
first strong winds from N.E shifting
to the S.S.E under two reefed topsails
middle part so much
close reefed the topsails took fore & main
sail latter part employed in stacking
the Cargo

Tuesday the 12th
first part strong winds shifting S.S.E
under C reefed topsails & main sail employed
in stacking Cargo at 11 o'clock took the main sail
at 1 o'clock took in the fore & main topsails
& set the main sail

In Sea

Wednesday the 13th of Dec 1848
All of these 24 hours strong winds and squally steering N E under close reefed top sails

Thursday the 14 th
first part strong wind & rainy weather steering to the southward under close reefed sails middle part calm latter part a strong breeze from the N E steering by the wind we just lay to S E [illegible] the wind & took in the [illegible]
Lat 1°12

Friday the 15 th
all of these 24 hours strong winds steering to the southward under double reefed top sails latter part brought out for water

Saturday the 16 th
Strong winds & [illegible] weather [illegible] to the southward [illegible] there was some words passed between a man [illegible] the Capt about his watch [illegible] about a week ago the 3 Mate [illegible] made [illegible] watches without a watch to keep [illegible] of the time [illegible] he would [illegible] he wanted $30,00 cash [illegible] to the Capt [illegible] could not [illegible] a watch

Ship Abigail Cruising

Saturday Dec the 6th 1845
Continued from the preceding page
there was some words passed betwen
them, the Capt then called for Dinner
soon after and after dinner
he had a water he said he gave
and the Gentleman, a fan if he
Capt then took the water & said
for it, she was nothing but a common
Escapement water 2,5 6

Sunday the 7th
this day wind at 11 90 m
hauled Sail to northward
Christmas Island bearing S.E.
Dist 20 miles at 3 am hauled
wing & sail southward of
Island & and dist 15 miles
ship laying along under the Sea
wind in intention of gaining lee
shore when Coconut
So Ends the Island bearing E.S.E.
3 miles

Monday the 8th
all of this 24 hours fine weather
light airs & calms & the land
E. S. E. 3 miles & shape course for the
Island and bend the Main yard
& mend sail to the high seas
in Coconut Island formerly and
stood off & on in hopes
of a fair wind but found it
set to miles

Tuesday the 9th
fine pleasant wind and steady sea
wind E. S. E. & the ship in
the same place as on the day before
again 10

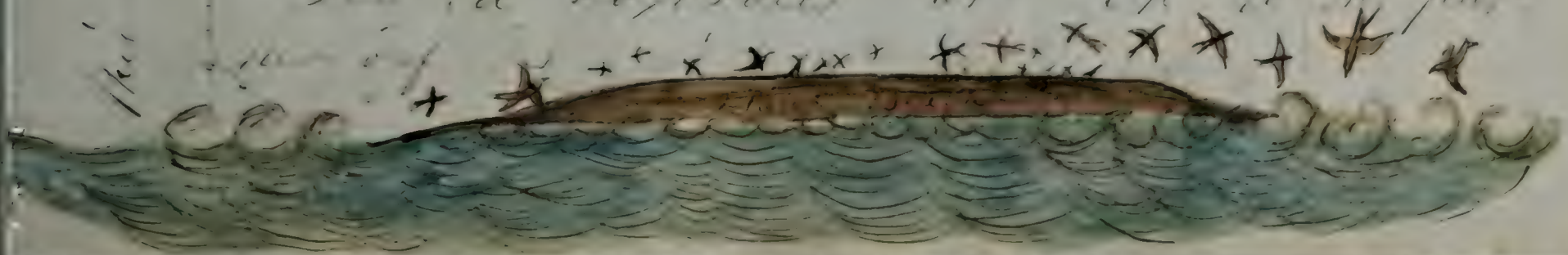
On the Isle of Grassholm

Wednesday the 20th of July 1848
fine. I proceeded with four
sailors to the Island at 4 in
the morning for the purpose of
[illegible] the Birds to the South side
of the Island at 6 in. the Birds were very
quiet, I sat down at 8 half hours
[illegible] for rest and then the Birds
left

Thursday the 21st
the weather fine, but strong
breeze, at 6 in the morning I left
the South side of the Island
at 12 o'clock in the morning
[illegible]

Friday the 22d
[illegible] fine, but strong
breeze, I left the Island at
[illegible] in the morning
[illegible]

Saturday the 23d
[illegible] fine, but strong
breeze, I left the Island at
[illegible] in the morning
[illegible]



Diary

Sunday Dec the 24th 1843
Spending Trades first part
morning N.W at Sundown took in
in 1 reef & unfitted the Bowsid
on the S side to be Nor'thered
by 6 a.m put the reef out & set
N.W & W 1 Lat 0.00.04

Monday the 25th Christmas
second Trades having N.W & W.
at Sundown unfitted the D.S.E
at 6 a.m put the reef out & so
I this day opened my cycle
and found it much resembling
as fresh and sweet to all appearance
as it was when put up, Yes sir
it happens, when you and Cousin
Mary, was making it — and requesting
me not to open it until Xmas
was a year out; and promising
that you should have a thousand
Bbls of Oil I myself thought that
we should have much more than
we have, but I do believe that
your prayers and well wishes, and
those of my friends will get rest
upon us, & it is pleasant and at
the same time melancholy to have such
pieces to cover with pleasant remembrances
of those friends most dear to us, and
those that feel a deep interest in
our spiritual and temporal welfare
so Ends this Christmas

Proceeding on the line

Friday Dec the 21st 1855
Wind fresh from S.W. Boat on the
[illegible] Lake for a Crossing
but latter part Broke and for
water running S.W.

Wednesday Dec 26th
Left Lake Superior in Bearing
for Water Point S.W. Wind and
Sundown Anchored for the night
under lee of Point
at 4 p.m. in 4 fathoms
Embarked in Bearing at 11 P.M.

Thursday Dec 27th
Wind fresh from S.W.

Friday morning at 1 A.M. in Sight
of Water Point at 3 A.M. Wind
Blow Hard from S.W. Boat
Bearing for Point
Sundown Dec 31st
Wind Weather Stormy
in Sight of Land

Ship Albion

Monday the 1st of Jan 1849
Strong Trades [illegible]
[illegible] ran
for [illegible] but [illegible] more at
Lundown [illegible] [illegible]
came [illegible] [illegible]
[illegible]

Tuesday the 2nd
fine Weather at 4 P.M. [illegible]
[illegible] and his wife went Board
of the [illegible] at [illegible]
[illegible] and Myself Board to see
the theatre at 8 returned [illegible]
[illegible] at 6. [illegible] off
again [illegible] the Orion [illegible]
[illegible] Coming [illegible]

Wednesday the 3d
Strong Trades. First Sighting [illegible]
at 5 P.M. [illegible] too on the
[illegible] to the Northward [illegible]
[illegible] Pilot Boat Came [illegible]
and [illegible] Enquired [illegible] to Mary
Island in Company [illegible]
[illegible]

Thursday the 4th
Strong Trade [illegible]
[illegible]

Friday the 5th
[illegible]

Cruising On the Lake

Saturday [illegible]
[illegible] Sandwich [illegible] Cool
breeze [illegible] Sandwich and [illegible] the
Eastern [illegible] Steam Boat [illegible]
[illegible]

Sunday The 7th
[illegible] [illegible] [illegible]
[illegible] [illegible] [illegible]
[illegible] 6 [illegible] [illegible] [illegible] [illegible]
[illegible] [illegible] [illegible] [illegible]
[illegible] [illegible] [illegible] [illegible]
[illegible] [illegible] [illegible] [illegible]

Monday The 8th
Spent [illegible] [illegible] [illegible]
[illegible] Sandwich [illegible] [illegible] [illegible]
[illegible] [illegible] [illegible] [illegible]
[illegible] [illegible] [illegible] [illegible]

Tuesday The 9th
[illegible] [illegible] [illegible]
[illegible] [illegible] [illegible]
[illegible] [illegible] [illegible]
[illegible] [illegible] [illegible]

Tuesday The 9th
Spent [illegible] [illegible] [illegible]
[illegible] Sandwich [illegible] [illegible] [illegible]
[illegible] [illegible] [illegible] [illegible]
[illegible] [illegible] [illegible] [illegible]

Wednesday The 10th
[illegible] [illegible] [illegible] [illegible] [illegible]
[illegible] [illegible] [illegible] [illegible]
[illegible] [illegible] [illegible] [illegible]
[illegible] [illegible] [illegible] [illegible]

Ship Abigail Cruising

Thursday Jan the 11th 1849
Strong Trades with rain steering
N NW at sundown wind fee to
the SSE. at 12 AM I went to the Northward
to be in put the ship N W and S with
for the Island of New Nainigtt
Lat 11.6 Long

Friday the 12th
fine Trades just light at 4 PM
We was in the Lat & Long of
Nantucket according to the log
I set down on the Cut of
that Law having yet it at 6 PM
wind to be inclined
to be packed to the Northward
latter part steering S S E
Lat 10.24 Long 42

Saturday the 13th
Strong Trades fair part
Thursday to the S.E. at 6 PM
wind I put on the Southern tack
after light steering to the
S E in company with the
Alma about 1 O'clock in Lat 9.34 Long
I was sitting in the Bow of
the Boat left I was upon it
I saw something astanding the
in sea of 1 pt, more like an
Whale about half a mile off the Bigging
I saw it was a Man I then set
a man at each side of Bigging to stand
up the wind about out to sea, or find
it he descended, the man that was left on
weather side got down into the Rope and
kept hold when a place of Safety and before
I could get it to be informed of, for
it he knew I saw him Intended
Head for the Bigging
Lands as I sentered, I steered to
head out and I left him, to have Enough
to have one Crowder the Stern

On the Erie Canal

Sunday July 5th at 4 PM
Arrived here this day by the
Packet on Canal
[illegible]

Friday the 3 [illegible]
left Albany at 7 AM
for the Western end of Canal
Stopped at the Lock on the Mohawk
River at Cohoes Falls
[illegible]
to the Western end in Company with
Mr Hyde

Saturday the 10th
left Albany at 7 AM
[illegible]
at 6 PM [illegible] to the
Western end in Company with Mr
Hyde [illegible] Canal in Pursuing
their Tours of Pleasure [illegible]
with the Waters of Upper Island
[illegible]

Wednesday the 14th
left Albany at 7 AM
[illegible] Lagoon
Island [illegible] of the
[illegible] Lock [illegible] down
[illegible]

Thursday the 15th
left Lock [illegible] to the
Western end in Company with
Mr Hyde

Island

KUAYAN

Mark Dorjai Cruising

Friday the 19th Jan 1841
with a Trades Thunderight in the
for Traces Island bound

Saturday the 20th
light, a fresh breeze gave
Wind & we Dashed on at
buffed too on the Trust a
Wore to the N.W. at Daylight
but up S.S.W. Lat 7°28 Long 177°07

Sunday the 21st
wind & weather Showing S.W.
Lat 6° 5' in lifted by low the
S.Pacific a 12 Wore to the Eastward
at 1½ a.m. but now up S.W.
we made Traces Island
Bearing W by N Dist 15 miles
the Offing in Company at 12
M. W. the Island Bearing
S to Dist 3 miles (Centre) Lat 7°28 Long 178°44

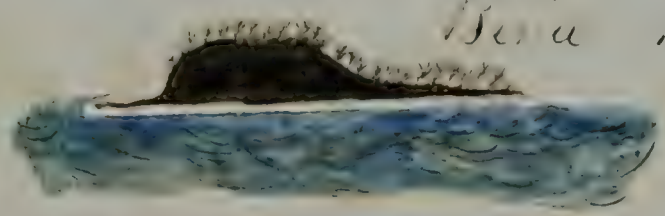
Monday the 21st
a baffling winds & squally w.k. in
the Island Bearing S.W. dist 2
miles at 1 P.M. came with a
native Man on board. He appeared
to be by manners a young
and Chief Man, a great Curiosity
to them the ugly men in main we
on mainsail their wives & children
were the Men lifted their Coats and
signed it out a Wanna at 3 P.M. more
Canoes came on board with Cocoanuts
and the Crew were amused with
a fowls & pigs Dogs
at a pig returned to shore the Usual
Bearing is W. a mile in Speed it
blew hard so we Cut at 3
a.m. we made a hard

On the Sea

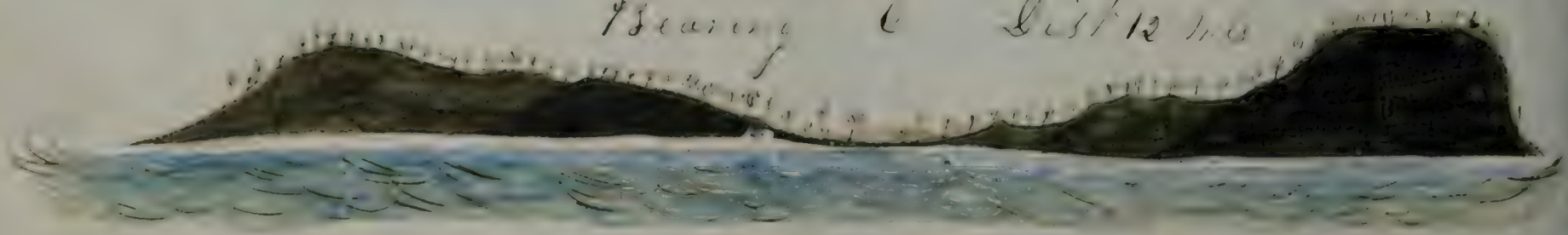
Monday the 21st 1854
Moored the Ship to a mooring buoy laying
a the current we could not get
the Island Aaron at S E in
Charged get the Men Shore the Island
to Windward Bearing E S E distance
of the Same time I made Bearings
Island Bearing S W Dist 13 Miles
W. Dangerous Current Can it at 12 M.
N E Point Bearing W. Dist 3 Miles
Lat Obs 1 35 Long — Longitude Mean 1
(Lat 1 5.28
178.28)

Tuesday the 22d
Cloudy with Some Rain Strong
along the S Side of the Island
out Some Morning that indicated
it being inhabited Market Lt John
we then Saw a Canoes put off from
the S W point of Island, at 4h 15m
landed in Shore for Turn at 5
3 Canoes came on Board of us & the
Men Stay, the Natives Men
Living, they had Cocoanuts & Mats
within & they wanted Tiles for the
Said they had a plenty of Hogs for
Rose & which they would trade
for Kettles made of Iron hoops & files
at 6 they left us and Returned to
Shore at 6h the S E
point Bearing E S E by at Dist 10 miles
the S W Point Bearing N N W Dist
3 miles at 7 the wind changed
from the N W the S E and Squa-
lling & Flawed Hard & Rain
Was unmoored & the wind W N W

Wednesday the 25th. 1811
Wind Variable at Noon
to the N W & N with Fine Weather
This Island bearing N W by W
18 miles, at the Dusk of Evening we
Run by it to Leward Lost the Trade
light winds at Daylight Saw
the Island bearing E Dist 12 miles
Employed in Breaking out Oil
from between Decks to Lagoon, Hoped
I Could win Anchor, Sounded
down to approach



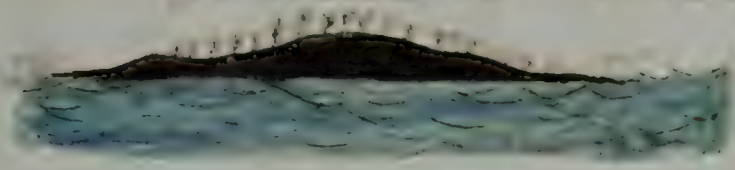
Bearing E Dist 12 miles



On the Isle Gerard

Thursday Jan the 24th 1844

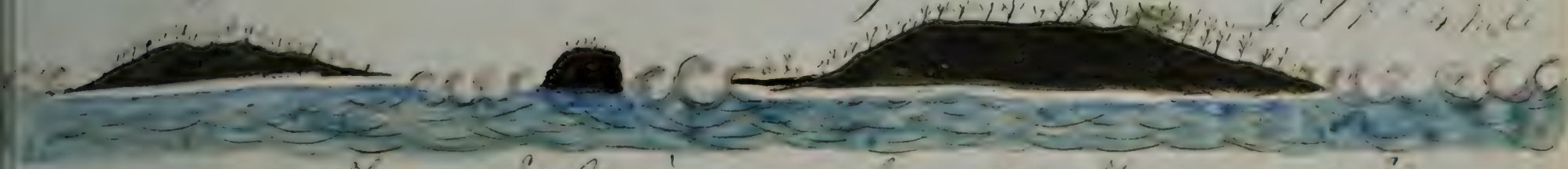
[illegible]



[illegible]

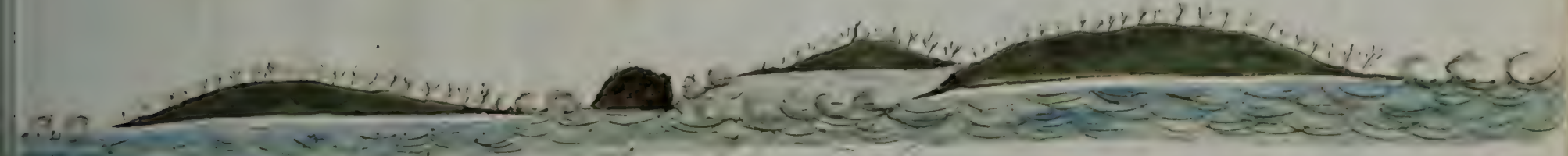
Friday the 25th

[illegible]

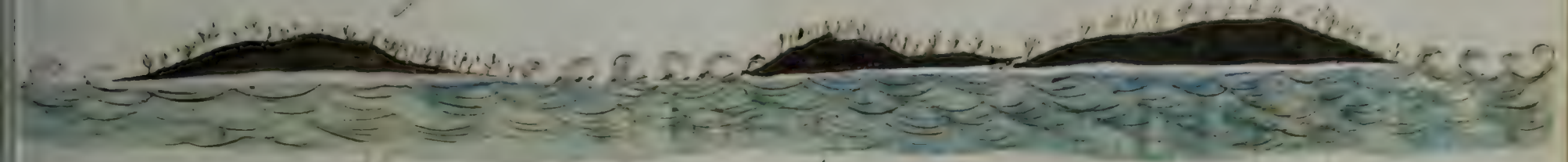


View of Isle Augustine Bearing N E by E

Dist 6 Miles



View of the Same Bearing E S E Dist 5 Miles



This Island is Connected by a Sand bank [illegible] low, with a Small Clump in the middle

Ship's Official Journal

Saturday June the 26th 1841
light breezes at 12 M. P.M. weather
fine & warm Lat 16 miles 5:36 115:55
in 24 hours last 24 hours light & baffling
winds from the W. & S.W. so that
we have steered W. the 6 hours
ship in sight at sunset lat 5:36 Lon 175:31

Sunday the 27th
light & baffling winds, weather
fine & warm, at 8 A.M. got up
the Cutter & Launch & at 10 A.M.
Hoisted in Cutter & Launch
and in sight

Monday the 28th
light & variable winds & calm
weather, at 4 P.M. a fine breeze
from the Northward & Eastward
by 6 P.M. we were close to the
line, Upolu bore W. of us
about 3 miles, we lay to the
remainder of the night

Tuesday the 29th
fine & pleasant weather, the wind from
the Northward at 6 P.M. tacked
ship to the N.E. & E. Dead Cow
Lat 3:40 174:25

Wednesday the 30th
first & part fine weather
at 11 A.M. we saw Upolu to the
N.W. & W. winds N. by E. at 1 P.M. we
saw spouts from the ship being Equally
we saw no more of it
Lat 3:23

On the Line Ground

Thursday the 31st of Jan 1851,
Strong Breeze [illegible]
at [illegible] in Lat [illegible] the
[illegible] as to be in for the [illegible] the
the Wind Found to S E [illegible]
Made a Ship [illegible] Boat off the
Weather Sea and in a [illegible]
Spenser Morse Saw a Blow in
the Same Direction which
induced us to hold Wind Course to
the W S W we Saw no More
So we Concluded that it was
a Lone Female the Other Ship
put off for us we Run towards the
S & W Boat the S Boat
went along side of mine and
darted the Whale Killed at the
Same time the Gun struck
the Whale & Grapnel off and
did not get it. While we was [illegible] the
Sea was [illegible] for the
Ship the Lager Boat was lowered
and Chased Along the W S after
was a Going on the Second Stroke
the Chase S Ship Boat got Along
side we was Chased Along
but there was So much Crowding that
we Could not get on we then
Made we all went on Board of our
Ships at 4 P M S S we lowered
again and Chased until Sundown
There was a Whale came Close to the
Other Ship the Lager lowered and
struck down Darck we all
turned in get Rein turned up
& soon Rigged to our Ship at 9 P M
and set the watch and got
Ready for Cutting at Daylight
[illegible] & Combustible
[illegible]

J. H. [illegible]
J C

Ship Abigail Cruising

Wednesday the 1st of Feb 1847
Continued of from the other Page
at Daylight Called all hands got
breakfast and Commenced bailing in
at 10 A M finished the Capt Smith
was on Board of us the boat
the head & 1 Blanket Give us
got 3 Mogs of fish

Saturday the 2d
at 1 P M Commenced bailing at 3 P M
passed another Island at 5 P M
Ran down to them the milton
and the Alva at 12 A M ceased
bailing J. Edds

Sunday the 3d
Strong winds from the Northward
at 6 1/2 A M saw a Canoe we
Ran down to it and found it to be
a canoe drifted off from Drummonds
Island with 3 natives in it almost
famished we took them in and towed
the Canoe on Board and then Run
ship to the N W at 9 backed back
again the milton in sight

Monday the 4th
light winds at 5 P M the milton
came down and spoke us
we the Capt came on board
and spent the Evening with
us at 10 returned to his own
ship we stood along together
on the S S W at 6 A M in sight
of the Island

On the Sea of Okhotsk

Tuesday Feb the 5th 1849
at 1 P.M. in the bottom Sea
towards S.E. Colours per lat
we have Chased together the bottom
towards S.E. 1 mile of the
S.E. end the 2 mile Chasing the
Speed another the to look the
low the S.E. end to the Speed
at 3 P.M. in the Boat returned
the Ship at 3 P.M. to commence
turning at 6 P.M. Hauled more
towards the in Boats at sea to
them and Speed to look
to, the Ship and left sail
in the to Boat was in Sound
of the Other Ship's Boat day

Wednesday the 7th
fine & weather at 1 P.M. the
bottom 2 Boats towards the
Chase 3 hours the hour 1 P.M.
wind to the Wind wind & the
returned towards sunset
at 1 P.M. the Ship commenced
Sounding at 11 A.M. in the morning

Thursday the 8th
fine & weather Employed
Boating the ship in the morning
at 1 P.M. commenced Boating
the in Sight of the Sight

Friday the 9th
fine & weather Employed Boating
at 10 A.M. in finished the 1
bottom in 1 Compass

[illegible] 1849

Detail Record Cruising

Saturday the 10 Feb 1849

Strong breezes first standing on the Northern tack at 8 P.M. the Milton came down and spoke us and lapped for an the Eastern tack we then were bound at daylight saw another ship & signalized her and found her to be the Hector of N. Bedford Capt Smith at 10 A.M. Capt Young and Lady went on board the Milton to spend the day we then ran down and spoke the Hector Capt Smith went on board of the Milton so we had a real gam all round

Sunday the 11th

Light Baffling winds and flaing the 2 ships gaming at 5 P.M. the wind blew a little harder when it stopped flaing and returned to their own ships latter part fine weather the winds S.E. the 2 ships in sight

at 3:18 A.M. 3:55

Monday the 12th

fine weather the winds N.E. steering E. at the Northward the Milton in company at 7 A.M. we hoisted the stroke of oars and set colours for the Milton she came down and hailed Captain together we lowered for a boat & pulled for the ship the wind blew a little harder when we got on board the boat lost the boat by stoving a hole in her bow we got up upon the deck of the ship in port we then got up the stream anchor and moored the

[illegible] 11 A.M. 30

On the Sea Green

Tuesday the 13th of Feb 1844
Fine weather at 3 P.M. Hoisted
the Boat out at 3 of them went
off for the other ship to load
the rest of them in the bottom
towards the Island and Island Bank
to Northward Secured at 7 the
boats got along side of the
Island Bank to their Hoisted out
Long boat and Cutter and Left the
Wreck at 4 a.m. Pendulum
Carry the Jack and Commodore
Pilot at 8 Hauled the Ds

Wednesday the 14th
at 2 P.M. Hauled up Boat
to Wreck left 4 Pieces out
Nothing left 6 a.m. Bain Ship
in 7 Vessels standing on the
Bank at the Wreck

Thursday the 15th
light Winds & Calms fair Stow
Lorpoise at 6 am Pilot left
the Man Moved to Stow left
the Wreck Down 1515 Gall
2 6 115:25

Friday the 16th
Light Winds and Calm Employed in
Stowing down the Bill at 11 a.m.
finished Stowing the Bill 750 Gall
and Commenced Stow off
2 6

Fine day
Light Winds and Clear weather
the Pilot is Staying

Fiji Voyage Cruisin

Sunday Feb the 18th 1872
fine weather at 6 P.M. in the Milton came down to us and got all the
[illegible] of the Left that
[illegible] had sailed during the time
we were on board leave remain
larger part still in company
steering for to the Lat E.

Aug 17 H.18

Monday the 19th
in lieu from the S E trades
to S E in company with the
Milton

Tuesday the 20th
fine weather at 6 P.M. tacked to
the Northward at 9 A.M. Sam
pump

Wednesday the 21st
Sent 1 Pad Sent up to the
Northward the Milton in company

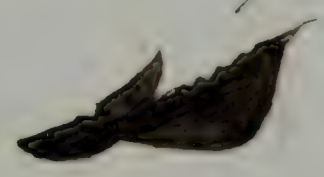
Thursday the 22d
night S trades at 6½ P.M. the
Clair young went on board of
the Milton and spent the Evening
at 11 Returned to our own Ships
and bore Ship to the E at
1 A.M. [illegible] 1846

Friday the 23d
[illegible]
[illegible]
[illegible]
[illegible]
[illegible]
[illegible]

Ship Lee Greenwich

Friday the 23 of Feb 1844
Pentecost after we had commenced, we saw a Spout, found we was in Sight of a Sperm Whale, lowered and gave him fast Stranded

Saturday the 24th
light Airs at 4 P.M. in the afternoon Lowered Boats and commenced to cut in Blubber & Boiling Down Blubber, at 8 we spoke the Mother Hot Spot on the S Fluke at 12 bore to the Southward saw 2 pair Bank nothing more



Sunday the 25th
light Airs at 11 A.M. the light & the Lady came in Sight of the Mother to Spend the day

Monday the 26th
fine & winds at 6 P.M. Caught Young & Lady returned to the Mother Ship & at 6 A.M. put the off A.M. in Company with the Emerson

Tuesday the 27th
fine & weather at 5 P.M. Passed Canates off the Sunda Coming on the wind to the S & W at 8 P.M. Lowered down the S & W Boat the Wind Veered aft to W & W S W Head but the Whale saw us & sounded out the wind on to W & W S W Head at 8 P.M. Lowered to the S.W.

Ship Offaguit Cruising

Tuesday the 27 of Feb continued 1849
the Milton got a whale
at Sunrise called all hands and
commenced cutting in the same

Wednesday the 28th
strong breezes with a heavy sea
rolling the Milton in company
at 8 A.M. lowered away for the
Northward Lat 1:41

Thursday the 1st of March 1849
strong breezes at 12 P.M. finished
rolling up the Milton at Sunrise
saw whales but saw nothing more
of them at 9 A.M. saw a school of
Black fish Long 177:07

Friday the 2d
first and strong breezes middle part
the wind from the westward and
the main at the part calm

Saturday the 3d
first part light winds from the
Northward Steering by to the Eastward
saw Black fish going to the Eastward
the latter part the wind
blows from the N.E. Sunrise Lat 10
in Edward Long 1:53

Sunday the 4th
first and strong wind from the
N.E. middle and latter part strong
breezes South South E to the N.E.
saw no whales the latter part the
wind is keeping at bay a
ship to the westward at 10 for the
N.E.

On the Sea Ground

Monday March the 5th 1849
first & last Strong winds and Rain
at 1 P.M. the Milton Saw Breakers.
we Both Ran off for them at Sun
no more of them at 3½ P.M. we Ran
down and Spoke the Milton the Capt
came on Board a few minutes
and then returned to his own Ship,
we then took in Sail and Stow
the Ship too under a close Reef
main top Sail and Fore Sail
middle part some very heavy squalls
other part more of moderate at 11½
A.M. Set the Fore & mizen topsails
close Reefed two ends

Tuesday the 6th
first & last Strong winds fair
part at 3 A.M. the wind came
out suddenly from the N.W. and
blew and Rained Very heavy
took in the F & mizen topsail
and close Reefed the main hauled
up the Fore Sail at 7 more
moderate but Rain

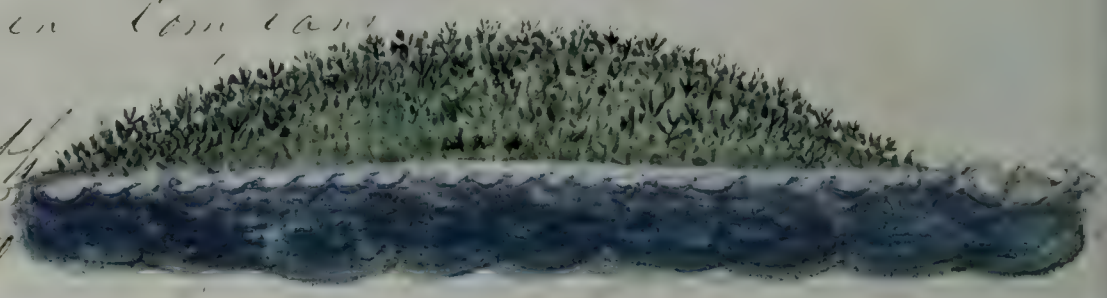
Wednesday the 7th
first part quite fine the winds from the
N.E. middle part squally at 10
P.M. the wind shifted suddenly
the N.W. and blew very heavy
so we close Reefed the main sail
and took in the Fore and mizen
top sails at 1 A.M. hauled to the
Northward other part very
heavy squalls with Rain a

Ship Abigail Cruising

Thursday March the 8th 1804
first of hard Strong breeze from the Nor'west and squally at 4 P.M. the Mizen came down and parted its and tryed to get on the Stack but were driven to the wind at 3½ A.M. the wind veered suddenly to the west and blew very hard for 2 hours so we thought we should be Strong gale we saw there too on the Stack under Close Ruffed main & fore sail, rather part more moderate but taking the iron mentioned the mizen in contant

Friday the 9th

Lat of the Island 0° 48' S Long 169° 50' E



Ocean Island

Strong trades Steering by to the N.W. at 1½ A.M. raised the Island 4 points off the Lee Bow Bearing W. by N. dist 25 miles at 12 Ran down within 2 miles, and buffed too and hauled back the mizen came down and parted its, we then wore round and tried Close in but the Natives would not come off. there was 5 canoes lying close in shore a fishing Capt smith lowered down a boat and went on shore to see if we could find the 3 natives that we put in the canoe from the Island of Pine a man came on board and took them off they was very fond to see the Ship they said we should come on shore Capt Thomas Capt Jones then gave presents of Cloth and Jobbaws the natives received them kindly then gave up all in their to the Chiefs there is Wholesome on the Island, Capt S bought some Yamms and water melons which he gave the crew

Ocean Island

Distance 2½ Miles

Remarks of the Island

Oh so A.P.

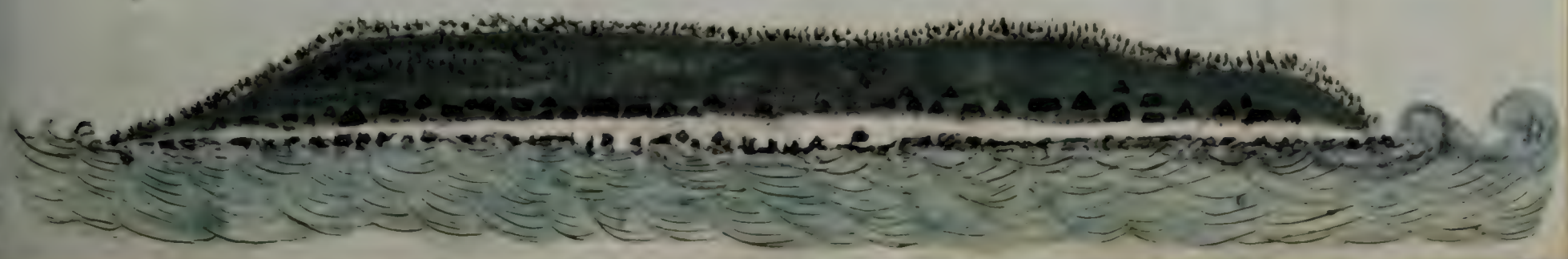
On the Second

Saturday March the 10th 1844
First part strong breeze at 4 30 m
Capt. Smith came on at 8 00 m
Returned to his own Ship and
fired off guns to Pleasant
Island Lat 00.05, Lon 167.44

Sunday the 11th
Strong breeze Steering West
at 1 Sunbeam Capt. Young
went on board of Hilliton
at 9h Returned to his own Ship
and were Ship to the Northward
at 4 P.M. Pleasant Island
bearing W.S.W. by W. Dist. 38 miles
at 5 a.m. bore to the N.E.
at 10 Saw the Island bearing S
Dist 12 miles at 11½ were Round
to Northward at 12 M. the Island
bearing S.S.W. Dist 10 miles
Lat 00.18 Lon 167.31

Monday the 12th
Strong breeze Sailing fast
at 1 Sunlight Saw the Land
bearing S.W. by W. Dist 8 miles
at 4 The Capt. took the Boat
and went on board of the Hilliton
at 8 the Natives came on board
and 2 whale Boats with Europeans
in them the Capt. and myself went on
shore in them to get food at 2 P.M.
of the 13th Returned to the Hilliton with
36 hog and 100 Cocoanuts which was Equally
devided between the 2 Ships at 5 Weighed
W.S.W.

View of Pleasant
Or Ocean Island Bearing S.W. Dist 2 miles



Ship Miguel on the Line

Tuesday the 13th of March 1849
light Airs and Calms to the
Island Sounding 15 & 18 fathoms
at 5 P.M. saw land near Cape at
8 A.M. the wind Hauled to the S
at 11 Freshed up to the S & E again

Wednesday the 14th
first and middle part light winds
at 6 A.M. Hauled to the S & E with
the weather Sail going to the Windward
we saw Cotton and wood floating
about 8 the Capt struck the
S. Whale Man and Sounded being
Dead he took the Capt's line but
the W Boat got there in time to give
him the End of his line he then
Ran until 12 without getting a
Chance to Lance him the Snake
of Milton got up to him and gave
his Mark & the End of his line
and 2 of his men after a While I got
his Iron in the Side it a Spell the
first Iron Came out so he could
get on to him so he got into my
Boat with 2 of his men and
we pulled on top of him
with 10 men in the Boat and lanced
and killed him about 3 P.M. and took
to the Milton 5 P.M. of the 15th

Thursday the 15th
Commence Wooding at 5 A.M. and the
one to the Milton and Three more
Wooding on the Windward Side
we saw Cotton and wood floating
the Ship was moored to the 2 Brothers
& I stayed in the Ship the Capt
from at 8 A.M. to 11 it Rained
Hard and Stormed
very hard

Thus ended on the last
Friday the 16th of March 1844
Ships course steered by the compass shewing
by 10 the N.E. in company with
the Milton 19th was Sailing off

Saturday the 17th
first part strong winds from the S.W.
at 4 P.M. Took down 1 of the Main Royals
and took one reef of the topsails that
she had been sailing with 2 hours
that was done about 8 from the last
Watch in all 17 Bbls and 11 gallons
at 10 the Tacked to the S.W. wind
and Stood and Blew very hard
at 10½ took in all but a close Reefed
Main top Sail and Fore Sail & Stay sail
at 1 Moderated so that we set close
Reefed top sails latter part quite
Moderate the Wind N.W. 55

Sunday the 18th
all of these 24 hours strong
winds and usually weather from
the westward steering by 10 the
Northward under close Reefed top
sails the Milton in Company

Monday the 19th
strong winds from the westward
with squalls of Rain, steering by
10 the Northward in Company
with the Milton 24 hrs

Tuesday the 20th
fine of wind and pleasant weather
with squalls latter part, steer
from the Northward steering by 10
the N.E. Employed in filling
the S.B. and Boiling down
for water 24

Log of the Abigail Towards the Island

Wednesday March the 21st 1849
Commenced with fine weather and light winds from the S.W. Steering for the Westward in 2 & 1 fathom Sounding to see if the Milton is coming further past Bonaventure in Getting the Boat and Grapnel out for Set & Cleaning the Hold

Thursday the 22d
light winds and cloudy England fine this day stowed down the Oil & Between Decks

Friday the 23d
Employed in Repairing Sails Lent down the spritsail yard and Repaired it the Milton still in Company
Lat 7.51

Saturday the 24th
calm and pleasant weather
first rate Bent a new fore topsail Latter part Employed in Repairing the Old One Put it a Em the Capt & his Lady went On Board of the Milton to Spend Spend the Day

Sunday the 25th Lat 5.02 long
first part the latter part on board of the Milton Bent a fore sail with J. M. Returned latter part then
Lat 5.45 long 116.52

Monday the 26th
at 8 P.M. light airs and up from the Eastward latter part Employed in Sailing the Boat
his

Tuesday the 27th of March 1844
first part light winds from
the Eastward & offshore
latter part squally and
winds & squalls of Rain and thunder
and lightning attending which
Ends for the Day with first Starboard
Watch the 28th Lat 5 Min Long 165:30
first part light winds
and squally weather this day we
in first Parallel that the we
were plaything the Ship Lat
the latter part Strong Wind
and Rain at 3 P.M. the ship
being not provided to stem the wave
to the wind on the S. Tack
we bore up & put the ship
then on Course again

Thursday the 29th
first part strong breezes and
squally weather latter Moderate
latter part the Rain ceased
and Warmer the we Dear

Friday the 30th
Strong trades Sailing to latter
part Strong wind & Rain
Lat 6:36 Long 159:30

View of Wellington Island Bearing S by E
& Dist 3 miles 6:40
159:50

Saturday the 31st
Light Breezes Moderate weather
Hauled the Stand & Sounding the
Stand we by E Dist 3 miles

{ The Creation Mountains }

This is the view of the Island of
Hendsin drawing in the Gulf of Pekin
Pekin is 15 miles

[illegible] — Fresh Breeze [illegible]
[illegible] we came to anchor
off the Village of Aberaeron in the
Cardigan Bay and fired one
and Commenced Heaving Boats out
with the Sick Coming with us

Friday the 22d
we [illegible] in the Harbour [illegible]
[illegible] of which we [illegible]
said we would Bear the Cost of
[illegible] Three [illegible] Men
[illegible] Boats [illegible]
out [illegible] with a Mind from [illegible]
Boats if [illegible] Bad Weather
out a [illegible] Pile at 11 [illegible]
the Mitten being [illegible] out [illegible]
the Sent 2 Boats with [illegible] at 11
[illegible] at 11 [illegible]
[illegible] under [illegible] with a [illegible]
and Ride at 3 5 the [illegible]
Sail Cut Side with an English
Barque Flying Jacob [illegible]
Bound to China at [illegible] Sunset
for Joy

Wednesday the 23d
gent. Employed in Heating out the Sea
Water part Lying off and on, or
Reefing.

Thursday the 24th
gent. Part Lying off & on the Harbour
at 3 P.M. Stood Topt gon fast Lum at
3½ the Mitten Saw a whale Wind low
and the Boys Shoved and Lost, his time the
2d Came in towards and Shoved
and Saved. The whale at 5½ Hook, Lying
along side but Sun Cutting fall
and Scuttled so that they could
not Have them to Cut.

Ship Abigail off Ascension

Thursday the 24th of April 1845
from the preceding Page her
Engine failing being so badly Swollen
that they could not leave them
last young Returned to our own
Ship and got to Stake Fulcona
the morning at 5h a M took
the Whale to our Ship cut in
with the Whale and 33 Men from the
Bilbon at 7 the Set Colours for
more whales and for their Boat
at 8 they lowered 2 Boats and
went to windward the latter being
there we lowered at the same time
at 11 a M the 1st L Boat struck
a Whale

Friday the 25th
at 2 P.M took them to the Abigail
and cut him in at 5 a M commenced
Boiling

Saturday the 26th
Employed Boiling the Sand Hill
in sight at 11 a M united
with G. S. a McMan by the name of Walters
lowered all over board while drawing
water from the mainmast and was
drowned before the Boat could be lowered,
the Great Hogge fanned and he could not
swim in native state no one knows
in a certainty Hoisted Colours half mast
and went in with the Duty, all felt
that they had lost a friend

Sen.

Note a Whale making 35 Barrels of Oil

Boiling 3 Barrels

Ship Abigail towards Japan

Sunday the 27th of April 1845
at 8 PM hoist the Sullivan
Cap Smith came on board and spent
the Evening at 9 AM the
Sullivan Packet Brought down
four men the in boats & Boat Hoy
both Hands Capt Smith then
lowered the 2d Mate with Four men
to the windward Capt Smith on
him in Plan into the Water in four
took the End of the line to Boat
and struck another wale at 1 P

Monday the 28th
again the Ships gone in South
Pacific to take the whales we cut
one the Sullivan the other 2 in all
in hours I went Board for in
other whale we stood until in
other whales were cut in at 6 PM

Tuesday the 29th
some Squally the Sullivan Employed Dead

Wednesday 30th
first part strong winds the Sullivan
Employed in Boiling at 7 P the Sun
Rises Rain to 1 PM cut two
one whales we supposed from
to be 1 Sp whales but not certain
the sullivans whale made 40 Bbls
Thursday the 8th of May
Upon 1 praises 1 Sullivans by to the
and 1 company with the Mate

Friday the 11th
Strong Trades Seeming to be the weather
and 1 company with the Mate lat 11 31

Ship Abigail Towards Japan

Saturday April May the 5th 1849
Strong Trades Steering by to
the Northward in Company with
the Milton Lat 13° 30 Long 157° 43

Sunday the 6th
Strong Trades " Steering by to the
Northward in Company with the
Milton Lat 15° 44

Monday the 7th
Strong trades Steering by to the
Northward in Company with the
Milton at 3 P.M. the Milton
came down and spoke us Capt
Smith came on Board of us and
stoped untill 8 O Clock Latter
part stowed the Oil down
between Decks Lat

Tuesday the 8th
Strong trade Steering by to the Northward
in Company with the Milton

Wednesday the 9th
Strong trades Steering by to the
Northward in Company with the
Milton Employed in Sail Mending
Lat 24° 21 155° 17

Thursday the 10th
Strong trades Steering by to the Northward
in Company with the Milton Employed
in Sail Mending Lat 23° 30

Friday the 10th
Strong trades " Steering by to Northward
in Company with the Milton
Employed in mending sails
Lat 25° 00

Ship Alice Coward Master.

Saturday the 11th of June 1853
Strong trade Wind & fair weather
continued in company with the
Milton

Sunday the 12th
Light trades & cloudy weather
continued in company with the
Milton saw land ahead at 5 P.M.
about 60 leagues off Milton

Lat 28 26 long

Monday the 13th
Strong trades & cloudy weather
continued in company with the
Milton

Tuesday the 14th
Strong trades fair & changeable
Lodts about 1 at 2 P.M. the
Milton came down and spoke
Smith Came on board of us
and we sent a boat and got 1 bag
of Pork and 1 bag of Beef the Boat
came from the Lady Walter
at 8 P.M. Milton and the
Alice & Sarah sailed in company
after a pleasant 3 months
passage.

Wednesday the 15th
Light & variable winds & fair
weather continued in sight of
the Milton

Thursday the 16th
Light & variable winds & fair
weather continued in sight of
the Milton

Ship Abiguil Cruising

Friday May the 17th 1841
Strong winds from the Southward
Sparring by ho 62 E Employed
in Repairing Sails the
Indian in Sight

Saturday the 18th
Strong winds and Squally Weather
wind from the Southward Steering
by ho the 62 E the Indian in Sight

Sunday the 19th
fine & cool Strong wind and
squally from the 62 E the Indian
in Sight at 5h 30m pm Bent
Sails for fort fine Weather Steering
62 E

Monday the 20th
fine & Weather the wind from the
Ho to Steering the 62 E at 6h 30m
Spoke the Milton Capt Young Went
On Board of her a few
minutes Latter part Mending
Sails

Tuesday the 21st
first part, Calm latter part
the wind Sprung up from the
E & the Milton in Sight

Wednesday the 22d
fine & Weather the wind from
the 62 E Steering as E

Thursday the 23d
Strong winds and Cloudy
the Indian in Sight
Mending Sails

[illegible]

Friday the 2nd [illegible] 1844
first part light and hazy
latter part [illegible] of a [illegible] breeze
so [illegible] of being to [illegible] to [illegible]
and so [illegible] of it, I [illegible]
saw the [illegible] of [illegible]
further part [illegible] to [illegible] with
some [illegible] [illegible] and
strong winds

Saturday the 23 d
first part strong winds from
the Southward [illegible] it the
N E at 3 P.M. took [illegible] sail
and were [illegible] to the Westward
at 8 A.M. to the [illegible] [illegible]
Sunday the 24 th
first & part showery a [illegible] from
the S the Ship [illegible] [illegible] under
a close Reefed [illegible] at [illegible]
latter part light [illegible] from
the Southward [illegible] [illegible]
to [illegible] at [illegible] the [illegible]
at 12 h the wind [illegible] [illegible] to
the S E so [illegible] [illegible]

Monday the 25 th
[illegible]
[illegible] [illegible] [illegible]
[illegible] [illegible] [illegible]
[illegible]

Tuesday the 26 th
[illegible] [illegible] [illegible] [illegible]
[illegible] [illegible] [illegible] [illegible]
[illegible] [illegible] [illegible] [illegible]
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[illegible] [illegible] [illegible] [illegible]

Ship Abigail Cruising On the

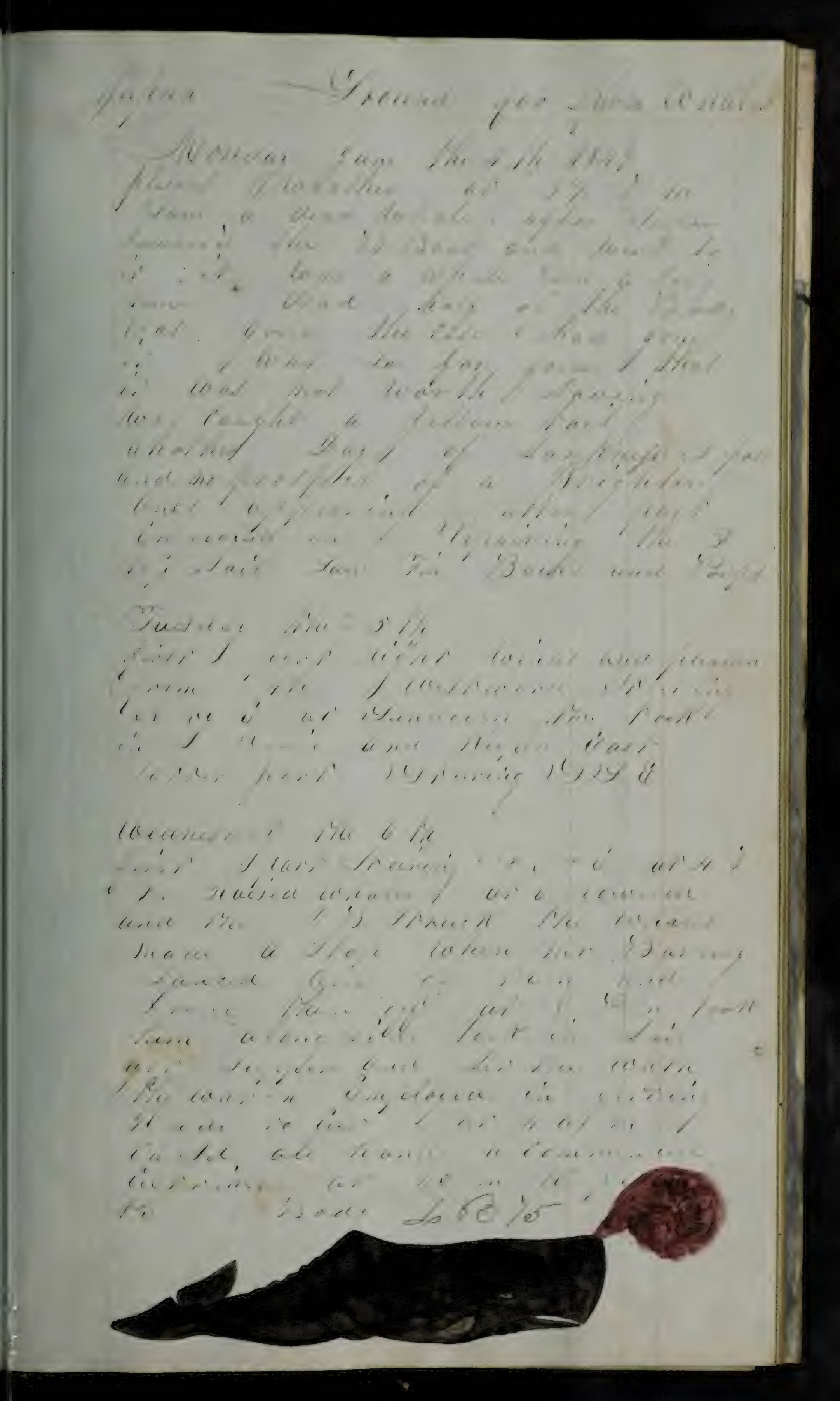
Wednesday May the 30th 1844
Commences with Strong winds from the westward at 4 P.M. the wind veered to the S W at 4½ more to the S W at 5½ took in the fore and mizen top Sails

Thursday the 31st
Light winds and pleasant weather employed in cleaning chain and washing pumps

Friday the 1st of June 1844
light winds the wind from westward at 11 A.M. saw Porpoises they proved to be a small drove they struck to windward and we soon lowered the S.W. boats and chased but the wind veered so much we had to give up the chase. Hoisted up the boats & men at 4 P.M. Moderate so we stay without sailing

Saturday the 2d
the wind being from the E we ran all day for the wales and we saw nothing of them. Lay wind. Modesting the sea weed

Sunday the 3d
light winds from the E.S.E. Saw nothing lat 30:01



The Abigail Cruising the
Thursday the 7th 1841
Commenced with calms the
wind at 4 pm freshed and
commenced Boiling on the
Head Sails just with winds from
the S.E. at 1 bells 1 degree step
to the Southward at 5 finished the
Head an Commence the Sea

Friday the 8th lat 30.30 lon 166.16
Commences Boiling with the wind
from the S.E. at Sunrise to the S
S.S.W. part the wind from the
Southward at 6 pm put her off
W.N.W. and hauled to sea

Saturday the 9th
at 8 A.M. spoke a Minion cap.
Smith came on Board and took
dinner with us at 1 pm left
young and lady went on Board
of the Minion, and spent the
afternoon since the last saw
them we have had taken
from the Jaws of gallant Christians
while in a fainting fit it did
not leave them senseless to all
appearances for a while but a getting
down at 8 pm finished
boiling and washed off

Sunday the 10th
Strong winds from the westward

Monday the 11th
Strong winds from the westward
[illegible]

(1)

[illegible]

[illegible] the 13th

[illegible] [illegible] [illegible] [illegible] [illegible]
[illegible] [illegible] [illegible] [illegible] [illegible]
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[illegible] the 13th

[illegible] [illegible] [illegible] [illegible] [illegible]
[illegible] [illegible] [illegible] [illegible] [illegible]
[illegible] [illegible] [illegible] [illegible] [illegible]

[illegible] the 14th

[illegible] [illegible] [illegible] [illegible] [illegible]
[illegible] [illegible] [illegible] [illegible] [illegible]
[illegible] [illegible] [illegible] [illegible] [illegible]

[illegible] the 15th

[illegible] [illegible] [illegible] [illegible] [illegible]
[illegible] [illegible] [illegible] [illegible] [illegible]
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[illegible] [illegible] [illegible] [illegible] [illegible]
[illegible] [illegible] [illegible] [illegible] [illegible]

[illegible] the 16th

[illegible] [illegible] [illegible] [illegible] [illegible]
[illegible] [illegible] [illegible] [illegible] [illegible]
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[illegible] the 17th

[illegible] [illegible] [illegible] [illegible] [illegible]
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[illegible] [illegible] [illegible] [illegible] [illegible]
[illegible] [illegible] [illegible] [illegible] [illegible]

Page Abigail Cruising On

Tuesday the 19th of June 1847
this I have strong wind from the
N.E. Southward Spoke to the
Ship Emma from London, another
Year of Continual Injunce is cut
which the report cross close with
Two Sunrise the wind died
down the Mainsail to Repair
Breakfast commence on it

Wednesday the 20th
Strong Breeze from the Northward
first part Fresh at 8 we set Foresail
in sail and hoped to lie the Land
at 4½ a.m. made sail and
we expected to Improve but merely
saw Jungers

Thursday the 21st
Strong winds from the Southward
Steering N.E. by the compass
Employed in Repairing sails

Friday the 22nd
Strong breze and cloudy at 8 p.m.
Sent down the main topsail
to Repair it

Saturday the 23rd
Strong breze from Sunrise
at 8 P.M. we Reef the main
topsail a bit Lat 32.11 Ill 30

Sunday the 24th
gale & Weather the wind from
the Southward point to get to
the Northward

Lat 32.25

[illegible]

[illegible] June the 22d 1854
[illegible] [illegible]

[illegible] 1854

[illegible] the 1 of July
[illegible] [illegible] [illegible]
[illegible] [illegible] [illegible]
[illegible] [illegible] [illegible]
[illegible] [illegible] [illegible]
[illegible] [illegible] [illegible]
[illegible] [illegible] [illegible]

[illegible] the 8 of July
[illegible] [illegible] [illegible]
[illegible] [illegible] [illegible]
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[illegible] [illegible] [illegible]
[illegible] [illegible] [illegible]
[illegible] [illegible] [illegible]

[illegible] the 15 of July
[illegible] [illegible] [illegible]
[illegible] [illegible] [illegible]
[illegible] [illegible] [illegible]
[illegible] [illegible] [illegible]
[illegible] [illegible] [illegible]
[illegible] [illegible] [illegible]

[illegible] the 22 of July
[illegible] [illegible] [illegible]
[illegible] [illegible] [illegible]
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[illegible] [illegible] [illegible]
[illegible] [illegible] [illegible]
[illegible] [illegible] [illegible]
[illegible] [illegible] [illegible]
[illegible] [illegible] [illegible]

[illegible] Journal [illegible]

Saturday June the 30th 1849
first of day strong breeze [illegible]
blows from the Eastward [illegible]
with very heavy showers of [illegible]
and Rain at 8 [illegible] the
wind hauled to the S.W. at 12
to the Northward at 8 [illegible]
[illegible] very strong wind [illegible]
to Northward with very heavy [illegible]

[illegible]
[illegible] at 4 P.M. [illegible]
[illegible] from the [illegible]
[illegible] to the [illegible]
[illegible]

Sunday the 1st
fine weather but calm [illegible]
breaking out for water

Tuesday the 3rd
wind light from the Eastward
[illegible] it is [illegible] improved
in [illegible] the [illegible]
[illegible]

Wednesday the 4th
strong wind from the N.E.
[illegible] to the westward
[illegible] the Island & Roast
[illegible] [illegible] for a [illegible]
[illegible]

Thursday the 5th
[illegible] breeze from
[illegible] Eastward [illegible] to the
the westward [illegible]
[illegible] the [illegible] and [illegible]
[illegible] [illegible] [illegible]
[illegible] [illegible] [illegible]

[illegible]

Inst. Journal Continued

Thursday July the 12th 1821

First part of Stone were found in the Chalcedony Stratum of the Island in Sitka & in a Bath Spring & almost Black in colour

Friday the 13th

Stone were found in the Chalcedony Stratum of the under South Head Sitka Harbour in colour

Remarks from the 13th to the 16th

nothing been of Great Merit and appears we to be the 24th and nothing been of a striking nature to Report but a Calm being the Consequence

Tuesday the 24th

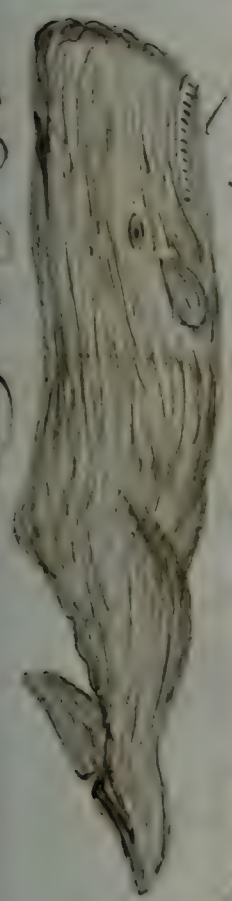
Light winds and pleasant weather

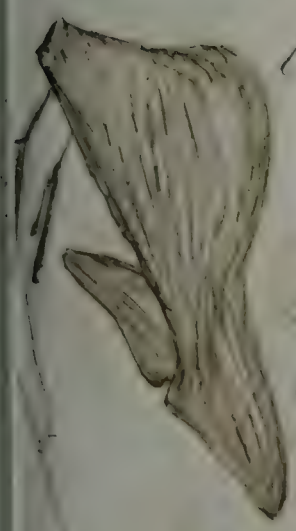
Wednesday the 25th

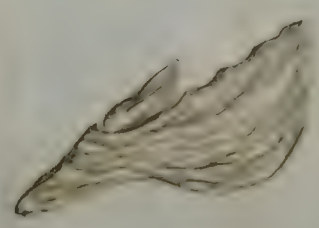
Wind & Calm up the Harbour we

to the Chalcedony we found 3 Boats

Thursday the 26th







Fiji Whaling Cruising

Tuesday August the 13th 1844
Strong winds from the S.W. with
Rain in Olympia of N. Bedford
lying Wadrona of 24 Months 750
Bbls Wh.

Wednesday the 15th
Blowing a gale of wind in
the Morning the Small
gine got under a close Reefed
Main top sail at 7 A.M. Bent
the Main Stay sail

31:20 156:34

Thursday the 16th
first part Moderate Gale
from the S.S.E. under close
Reefed Main top sail
at 8 A.M. more Moderate
under Double Reefed top sail
saw in Port land yesterday

Friday the 17th 31:21
fine fr. Weather Pleasant by 8 A.M.
P.M. the wind S.E. fr. at 6 A.M.
Raised a Ship South supposed
to be a Whaler at 1 P.M.
Raised 2 more in the Port
at 11 were to the Southward

Saturday the 18th 31:20
light Winds from the S.E. Pleasant
fine at noon set more to the North
Light airs S.E.

Sunday the 19th
fine fr. Pleasant wind S.E. at noon
the wind S.E. at 6 A.M. Passed
a Ship Bound to the Northward
we are within sight of Fiji
Blowing S.E.

Mr Jephson Commander

Monday the 21st day 1831
[illegible] Boatswain [illegible]
[illegible] Sailors [illegible]
[illegible] Sailors [illegible]
[illegible] at 8 P.M. commenced
[illegible] at 12 P.M. [illegible] feet
from along side at least in shoal
and got the Jeffries out of the dock
and prepared for hoisting out a
M. Called all hands and commenced
hoisting at 12 P.M. got all in
and ready for sailing [illegible]
Blowing & strong from the South
[illegible] 151 [illegible]

Tuesday the 22d
Strong winds from the Southward
at 1 P.M. commenced Bailing the [illegible]
at 2 P.M. finished the [illegible] at 5 got
the Decks cleared [illegible]
Jeffries [illegible] the winds [illegible]
to the Northward [illegible] employed
Bailing with a [illegible] in [illegible]

Wednesday the 23d 1831
First part strong winds and
Squally at 6 A.M. [illegible]
Sail James [illegible] Capt. [illegible]
33 Months [illegible] 2 [illegible] [illegible]
Bailing at 6 A.M. the [illegible]
on Board to see [illegible]
at 8 A.M. finished Bailing [illegible]
washed off Decks [illegible]

Thursday the 24th
[illegible] Bailing [illegible]
the wind [illegible]
at 4 commenced [illegible]
[illegible] a sail [illegible]
[illegible]
and [illegible] [illegible]

[illegible] Second Cruising
[illegible]

[illegible] the 24th to the 31st
[illegible] weather is very
[illegible] & 8 [illegible] Chasers
[illegible] in sight [illegible]
[illegible] and [illegible] at a [illegible]
[illegible] at [illegible] 157:32

Saturday the 25th
[illegible] weather. Stood [illegible]
the Leeward [illegible] [illegible] and
the Bark [illegible] [illegible] on
and [illegible] the [illegible] between
[illegible] 39:11 by [illegible]

Sunday the 26th
[illegible] [illegible] fine [illegible] the [illegible]
[illegible] the [illegible] Stood [illegible]
in N.E. [illegible] [illegible] and [illegible]
Bark [illegible] [illegible] [illegible] and
[illegible] equally [illegible] Double
[illegible] [illegible] [illegible] [illegible]
[illegible] [illegible] the [illegible] [illegible]
and [illegible]

Lat 39:16

Monday the 27th
[illegible] [illegible] [illegible] [illegible] and
[illegible] [illegible] [illegible] by [illegible] of [illegible]
[illegible] [illegible] and the Bark

Tuesday the 28th
fine weather [illegible] [illegible]
[illegible] in [illegible] [illegible]
[illegible]

[illegible]
fine weather [illegible] [illegible]

[illegible]
fine weather and light breeze
from the Eastward

[illegible]

Friday Aug the 31st [illegible]
light winds and pleasant
weather. [illegible] the [illegible]

Saturday the 1st of Sept [illegible]
light winds [illegible]
[illegible] and
[illegible] [illegible]

Sunday the 2d
first of start [illegible]
[illegible] by 10 the SE
[illegible] [illegible]

Monday the 3d
light [illegible] winds and pleasant weather
employed in [illegible] [illegible]
and [illegible] [illegible]
[illegible] [illegible] [illegible]

Tuesday the 4th
[illegible] [illegible] [illegible]
the [illegible]

Wednesday the 5th
light [illegible] winds from the Eastward
following [illegible]

Thursday the 6th
[illegible] [illegible] [illegible]
the Eastward [illegible] [illegible]
[illegible] [illegible]

Friday the 7th
light winds and calm
employed in [illegible] [illegible]

Ship Abigail

[illegible] the 8th 84
with Weight from the Southward
Lowering the Barrings
Lat 32.24 Lon 69.20
Employed watching Sperm Whales

Sunday the 9th
Light Breeze from the Eastward
saw a great Number of Porpoises

Monday the 10th
Moderate Breezes from the East
at 5 PM Passed a Sail
at 9 AM Spoke the
Ship Rebecca Mitchell
of Nantucket 12 Months
1450 Bbls of S. Oil at 6.
Saw a Bright Light with
Something Making Whitewater in
it and Supposed to be a wounded
Whale we Ran off for it and
found it to be a School of
Millers

Tuesday the 11th
Light Breezes from the Eastward
Freing to South to the Eastward
saw a plenty of Sperm
Sp 18

Wednesday the 12th
Strong Breezes from the S.E. & Squally
Lay to the E.N.E. Saw
Sperm Whales

Thursday the 13th
Strong Breeze from the S.E.
Making Sail at 10 AM at 6 PM
Lost Sight of the Land
Employed Making new Sheets for the
main Topsail Broke Short Stay
Sp 40 162.20

Cruising On the Indian Ocean

Friday Night the 14th 1847
Left Port Mary Bound from the
E.I.C. Station Off the Southern
Coast of Africa to Sydney
3.48 A.M.

Saturday the 15th
Hove to Lower from the
Eastward Lashed Head Pooley
in Sterns Cut Jib Lashed
the Cutter Long Boat
Lashed Hen Coop Hove at
Home and Found Ship a
Bad Leaker 3.00

Sunday the 16th
Along Bright and Many
found the Eastward
3.00

Monday the 17th
First Part Strong Winds
and Squally from the West
at 1 Bells was Spoke to the
of H.M. Ship Pandora
Standing to the Southward
at 6 Wore to the Southward

Tuesday the 18th
Light Breezes from the Eastward
Employed in Driving the Coal
Between Decks

Wednesday the 19th
First Part Moderate Breeze
Latter Part Strong Breeze
from the S.E. Standing to the
the S.E. Wind Light
Shifting the Main Topsail

Fish Bright Cruise

Thursday Sept the 20th 1849
Strong Winds from the Eastward
3:10 164 4

Friday the 21st
Moderate Breezes from the S.E
Steering S.E. Taken 4 Ducks
and Squid 32:15 165 3:

Saturday the 22d
Light Winds and Calms
Steering S.W. Saw Squid
Employed in Cleaning the
Windlass Keepers and putting
new Leech Ropes to the Main
Topsail Lat 156:16
Lat 32:10 Obs 156 00

Sunday the 23d
Light airs from the Westward
Steering S.W.

Monday the 24th
Calm
Lat 32 10

Tuesday the 25th
Light Part " light airs
from the Westward.
Steering S.W. at 4 PM
Hauled up the Spanker
Force Ship to the Starboard
Steering S.S.W. with a Light Breeze
at 12 M. Wore Ship to the S.E.

Wednesday the 26th
First & Part Fresh Breezes
from the S.E. Steering
W.S.W.

On the Kahan Ground

Thursday the 27th of Sept 1849
Strong Winds from the
Westward Steering by the
Southward

Friday the 28th
Strong from the westward
Steering to the Eastward
Latter part light and
baffling with a Number
of Water Spouts we
were Employed in Breaking
out the 25 tier of the
Bore Hold for water and
preparing to stow oil
110 at 30:20

Saturday the 29th
fine Weather Employed in
Stowing Down Oil we found
the Water Cask which we
have had water in since we
left home badly decayed

Sunday the 30th
light airs from the Southward
Steering N.W. Employed
in Stowing Oil at 5 P.M.
finished

Monday Oct. the 1st
fine Weather the wind from
the westward

Tuesday the 2
Moderate Winds from the Westward
Steering to the Eastward

Ship Abigail Cruising

Wednesday the 3rd of Oct 1849
moderate winds from the
Northward Steering to the
Eastward Lat 5.30 173 Lon

Thursday the 4th
Strong winds from the
Northward Steering by the
Eastward Employed in
Flatting down the main
Re and Tacking down
Georgiana unwell

Friday the 5th
Strong winds from the North a
gradually hauling to the Eastward
at 6 PM wore Ship to the
Northward the Baby very Sick
with the Bowel Complaint
Employed Flatting Down

Saturday the 6th
Strong winds from the Eastward
Veering by to the Northward
the Baby still worse the Complaint
seems to assume the appearance of
Dysentary

Sunday the 7th
fire & last Strong winds from
Eastwards latter part light
winds from the

Monday the 8th
first part light winds
from the S/ the Steering E & E
at 3 a M the Traddle
to the Northward and Commenced
Taking off 25 foot on the
and Bringing top sails

Q. Nyson

Tuesday the 9th of Oct 1849
first & first Strong Gale and
Raing from the Northward
Under Close Reefed main topsail
latter part Strong winds, but
Clear the Child very sick
Lat 28:30 Lon 179:14

Wednesday the 10th
Strong winds from the S & S W
by S to the Eastward at 4 P.M. S
Sea waters for a passage in to
the Sandwich Islands the Child is
very sick and weak but Lat 27:40 Lon 177:40
for the most part wind at Noon
Thursday the 11th
Strong winds from the S & S
Veering by to the Eastward under
Double reefed topsail & topgallant
sails to the S & E Unfolded Fling
and Rolling Down
the Child do better the poor thing
is very weak we have nothing
to do with this young as Perfumery
and it. She is sick i do not know
what the Child will do

Friday the 12th
Strong winds from the S & S E
fine down Ship to the Eastward
latter part it blew the Fore topsail
took in the jibs and main sail
and close Reefed the topsail
not sound very sick with Lam
Complaint that the Child was.
Child is Lame better by
comparison it is my greatest wish
that they will hold Fresh from
the
Lat 28:16 Long 177:16

Ship Grand

Saturday, Oct. the 13th 1849

First part a fine breeze from the S.S.E. attempting to go the Eastward, when the Topsail halyards unfortunately parted & we could not bear the sails on at 6 P.M. Hove to for the night, but we could not bear the sails on at 6 P.M. Hove to for the night. Latter part light breezes inclined in Breaking Weather, but been Fine & Light have comfortable

Lat 38.40 Long 17.37

Sunday the 14th

First & last light breezes from the Southward & Eastward by so the S.S.E. at 5 P.M. we were to bleak & after the wind inclined to the S.E. at 6 Set the Fore topsail & Stay sail and Sent up the Fore Yard & Bent the Fore sail & Stay sail, but Seeing one Child more comfortable but very weak,

Lat 38.57 Long 17.44

Monday the 15th

First & last 5 strong breezes from the S.S.E. & S.E. latter part he Tacked to the Northward & Eastward by so the S.S.E. at 5 P.M. we were to bleak & after the wind inclined to the S.E. at 6 Set the Fore topsail & Stay sail and Sent up the Fore Yard & Bent the Fore sail & Stay sail, but Seeing one Child more comfortable but very weak, I

Lat 39.57 Long 17.44

Tuesday the 16th

First & last 5 strong breezes from the S.S.E. latter part he Tacked to the Northward & Eastward by so the S.S.E. at 5 P.M. we were to bleak & after the wind inclined to the S.E. at 6 Set the Fore topsail & Stay sail and Sent up the Fore Yard & Bent the Fore sail & Stay sail, but Seeing one Child more comfortable but very weak, I

Lat 39.57 Long 17.44

Wednesday the 17th

First & last 5 strong breezes from the S.S.E. latter part he Tacked to the Northward & Eastward by so the S.S.E. at 5 P.M. we were to bleak & after the wind inclined to the S.E. at 6 Set the Fore topsail & Stay sail and Sent up the Fore Yard & Bent the Fore sail & Stay sail, but Seeing one Child more comfortable but very weak, I

Lat 39.57 Long 17.44

Thursday the 18th

First & last 5 strong breezes from the S.S.E. latter part he Tacked to the Northward & Eastward by so the S.S.E. at 5 P.M. we were to bleak & after the wind inclined to the S.E. at 6 Set the Fore topsail & Stay sail and Sent up the Fore Yard & Bent the Fore sail & Stay sail, but Seeing one Child more comfortable but very weak, I

Lat 39.57 Long 17.44

Friday the 19th

First & last 5 strong breezes from the S.S.E. latter part he Tacked to the Northward & Eastward by so the S.S.E. at 5 P.M. we were to bleak & after the wind inclined to the S.E. at 6 Set the Fore topsail & Stay sail and Sent up the Fore Yard & Bent the Fore sail & Stay sail, but Seeing one Child more comfortable but very weak, I

Lat 39.57 Long 17.44

Saturday the 20th

First & last 5 strong breezes from the S.S.E. latter part he Tacked to the Northward & Eastward by so the S.S.E. at 5 P.M. we were to bleak & after the wind inclined to the S.E. at 6 Set the Fore topsail & Stay sail and Sent up the Fore Yard & Bent the Fore sail & Stay sail, but Seeing one Child more comfortable but very weak, I

Lat 39.57 Long 17.44

Sunday the 21st

First & last 5 strong breezes from the S.S.E. latter part he Tacked to the Northward & Eastward by so the S.S.E. at 5 P.M. we were to bleak & after the wind inclined to the S.E. at 6 Set the Fore topsail & Stay sail and Sent up the Fore Yard & Bent the Fore sail & Stay sail, but Seeing one Child more comfortable but very weak, I

Lat 39.57 Long 17.44

Toward the Sandwich Islands

Tuesday the 16th 1849

first part Strong breezes from the S S E the Morning to that Eastward after part Calm Employed Repairing the main topsail until Latting Down, Mrs Young is improving slowly, but much Difference in flesh and strength but the Baby is about the Same very feeble all hands in Complaining More or less there is Some Simtont of the Scurvy among them

Lat 29:37 Long 135:17

Wednesday the 17th

first part the winds Strong up from the S S E to Strong N E Middle part the wind hauled from to the West and began to rain Latter part more moderate the wind W N W Employed in Sail mending Mrs Young not quite so well as She has been. She is very weak and the Exertion that She makes to Save the Life of the Baby Retard her Recovery, the Child is not as Long as it has been She has been Sick this afternoon and at 3 P.M. She was Still as Taking the Same as a S Child of 10 years would

Lat 30:29 Long

Thursday the 18th

first part Strong winds from the Northward with Squalls at 6 P.M. Double Reefed the topsails Lat part moderate and Clear Employed Repairing Sails and all water 3 Pics Mrs Young and Child is better

Lat 30:37 Long 171:04

Sail Steigal Towards

Friday Oct. the 19th 1849
first part light winds
from the N W & S E
latter part the Boats Employed
to the Ship Employed in Repairing
Sails Mrs Young is on the
Mending hands but very Slow
She is Deprived of her rest
so much nights that it would
wear out a well person much
more a sick One the Child
is not as well as She was
yesterday

Lat 30:40 Long

Saturday the 20th
moderate & breezes from the
S to S S E Steering E & N E
Employed Repairing Sails and
Old Water casks Mrs Young
and Child Still on
gaining hand once I hope
to See them both well in
a few Days

Lat 30:51 Long 167:24

Sunday the 21st
first part fine breezes from
the E to E S E
at 4 P.M. the wind hauled
to the Northward and set in thick
dirty S.W. it blew a strong
Gale we had to lay to Hoist the
lee Sail and put the Pilot on
board Child after part
more moderate the wind S E
Steering as to the best under
Sail Keeping off shore

Lat 30:[illegible] long [illegible]
and [illegible] hours before
the Child [illegible] Thursday 30th

The Yantwoich Island

Monday Oct. the 3rd

Fresh Gales & Hazy weather and squally
Drawing the Coast from the S.E. Shore
by the E.N.E. under Sails
the Boat hoisted in & Secured
the Boat to be Empty and Dry
as Occasion Offers

Lat 30:15 Long 163:55

Tuesday the 4th

First part Strong breeze from
the N.E. & E.N.E. Coming to be at a Short
under Foresail & Mizen Staysail
at 3 P.M. but Going Down Co
Deck for a few minutes for
the first time since the Gale
taken Last Night Lost Port light
Would Blowing the Stern Posts
and Bulks Wear Co Deck for
2 hours it was good for Nine
Feet to See from

Bike out for Mollyet Lat 30:13 Long 163:56
and Bent a new main Sail

Wednesday the 24th

First part Calm Employed in Repairing
the Old main Sail Lat 30:13 a
Strange Sail from the Crosstree
Lather Hard fine Breeze from
the S.S.W. Employed
Mending & Sewing and taking up the
Old Sail to Repair

Lat 30:44 Long 163:07

Just Going Inshore in
Soundings Hitherto but Shoals
it not at Most to Day I hope for
the Water Sake that we Shall get
in Soon to get some Relief

Ship Abigail Towards

Thursday Oct. the 25th 1847

all of these 24 hours fine Breezes from the Southward & Steering E & E first part Employed Breaking out for water in the Fore Hold latter part Repairing the Main Sail mast Young is as well as can be Expected but the Child grows more feeble her Stools smell very Cankery as if she had the Canker Seated in the Bowels

Lat 31:10 Long 157:50

Friday the 26th

all of these fine Breezes from the Southward first part finished Repairing the Main Sail and Fore Sail latter part Employed in Repairing the Jibb & Steering E by N Mrs Young not quite so well as she has been we have no Delicacy here for a Sick person Especially a female the Child is more Bright to Day than for Some Days

Lat 31:10 Long 157:20

Saturday the 27th

fine Breezes from the Southward & Steering E by N Employed in Repairing the Jibb and Shifting bed the Sick and the Sick left Mrs Young is Above the Child has arrived the Sick Child it breathes to Day the last time it has lived the last been dead

Lat 31:02 Lon 155:48

Mr Vandreid — Head

Sunday Oct. the 28th 1849
First part fine breezes south
Southerly. Steering by the
Compass at 4 PM We came
up S.E. at 12 Dr Pt Charles
to the Northward Steering S.E.
at 8 A.M. Tacked a Sail
2 Point off the Bow Steering
to the Southward, wind freshes
it blows. The Ship Head the
Land that the
Steers coming on the Bay it
about the Same

Lat 29:20 Long 154:12

Monday the 29th
First part strong breezes from
the Northward Steering S by W
Latter part if possible N.E.
Steering S.S.E. Employed repairing
the Sprit Mast. Wind freshes
it Much the Same not Lifts
ahead but Moves the Bay
it gaining Slowly

Lat 26:25 Long 153:57

Tuesday the 30th
Strong trades first part Steering
S by W latter part Steering
S.S.E. Employed making new
Bowsprit Back Stays for the main
top gallant mast. Wind freshes
quite smart. The Bay it gaining
Slowly and I hope that the wind
soon I get smart when we get in

Lat 23:17 Long 153:43

Wednesday the 31st
Strong trades and squally steering
S by W latter part if possible Double
Reefed top sails Steering S by W
the Bay not as well as she has been

Lat 20:33 Long 154:16

Thursday Nov the 1st 1849

first part strong trades and
a squall at 5½ P.M. we fortunately
split and hauled for on the track
at 10 Hove to the Northward at
3 A.M. to the S.E. at 5 hauled her
off N.E. at 6 raised a Sail
bearing the same all the Morn at 9
Raised the Land Bearing S.W. by S
dist 20 miles at 12 M. N.E. the
Other Ship was near to mouth
of the Passage when the wind came
off the Land and very light
and Baffling with a very
heavy Swell so setting in, we gave
up going into Hydo and had
Bale of Cord to get off again
and the Other Ship Must
have had Noise. So Ends the
Daytime Strake Mus Young Dressed
Mersel and Baby not to be astore
but had to give it

Friday the 2d
Commenced with a light and Squally
wind from N. for an hour or
from Land wind a Gen of Strong
Swell a Setting on shore at 9 P.M.
the Reef was about 3 miles off, at
Sunrise we had an Offing of 12
the Point Bearing W. Dist 20 miles
now Bearing a Gen wind so to 4
40 miles we spent out to the Northward
until 3 A.M. then hove her up at
11 A.M. Raised the Land Point
we had a very Strong Current

Wednesday — Regatta day at Bremen

Satisfactorily the 25th of Nov. 1864
Showing for Bremen Voyage at 4 P.M.
Calculated up 3 P.M. on the 26th we
[illegible] the Pilot with a dead calm set in
the morning [illegible] a gang of men [illegible] we
hoisted at 8 and 9 P.M. came to anchor
[illegible] set in on the Shipping [illegible]
the intention of going in further up
the finish Regatta night at 10 the tide
turned the tide [illegible] Anchor
at 8 P.M. and returned to the Ship

The 28th of Nov. Regatta day the
We ak 2 R's in tool but another
and stopped on account [illegible]
close hauled for Sails at 11 A.M.
came to off the Head of the Bar
nothing taken aboard more
than [illegible] common Sails hitching
and Lazarting we left the
3rd mate out [illegible] not being gave
it up after getting all
ready for route sailing

Thursday the 29th
at 1 P.M. the tide turned
[illegible] on a [illegible] on
[illegible] at 6 P.M. the Ship
returned to the Ship the
Sight Pilots the Pilot on board
[illegible] Pilot [illegible]

Friday the 30th
[illegible] at anchor [illegible] of the
Pilots.

Ship Hibernia

Sailing on Dec the 1st 1849
fine weather at 4 PM Capt Young
and his lady returned on
board from shore with a Bro Wall
on board at 5 PM got under
way and made sail for the open
other part Employed in Stowing
Market and Clearing the Decks
Capt Young and lady quite unwell with
a Cold the Islands Stillen in sight

Sunday the 2d
first part fine weather Employed
in Blacking the Chains Latter
part fine weather & Sail in sight
Antrim Owyhee in sight Bearing
S Dist 70 miles

Monday the 3d
first part fine weather a Sail
in sight Saw fin Backs middle
Watch Latter part Employed
in Blacking Chains
Cleaning S E by S

Tuesday the 4th
fine weather at 6 AM Raised
a Sail ahead Employed in
fitting the Boat to

Wednesday the 5th
Strong breezes and squally at 4 PM
Bent the Old Coulsing main Sail
latter Let slip the main top mast
and main top gallant Rigging
Mrs Young and baby has a
bad cold and cough

Forward All Hands

Monday the 6th
Strong Breeze Squally
Employed Cutting up the
Buff and Setting up the
Mizen Rigging

Tuesday the 7th
Strong Breeze Squally
Hill Day Set up the Fibb
and Flying Gib Jib Martingale
Got to the main Topgallant Stay

Saturday the 8th Lat 11.29.
Strong Breeze and Squally Keeping
2 Men Employed Painting the Ship
and Stowing the Buff this
morning Got the Hold for the first
time

Sunday the 9th
Strong Breeze and Squally
Employed in placing the Buff
and Starting Water and Bread

Lat 8.0.

Monday the 10th
These 24 hours very Squally
and Rainy at 5 a.m. Got to
the Hold

Tuesday the 11th
First part Squally and Variable
Latter part Fresh winds and
Rainy from the S.E. Shewing by
to the N.E. Broke out
for Water and fitted new
Top Sail Sheets for the Mizen
Oh that I was in the Rocky
Mountains Alone in preference to this

Ship Abigail Howard

Wednesday the 12th of Dec 1849
light Winds and Squally
at 10½ AM Raised a Sail
3 Points off the Lee Bow

Thursday the 13th
strong Trades Cleering Off

Friday the 14th
strong trades & Cleering to the
Eastward

Saturday the 15th
strong trades

Sunday the 16th
Sixth last strong trades
at 6 PM Chase Bears
the Half a Mile Burner Hand
Some Board about it and
if Come very near coming
to Something Present Chase
Fair Weather Light Airs

Monday the 17th
strong trades Cleering Southerly
at 6 PM Lay to Crew
work

Tuesday the 18th
strong trades first Cut the Boat
and Sprit sail in the Other Boat
& Hoist

Wednesday the 19th
light trades Cleering to
the Southward to
Windward Employed in
Hoisting the Other Boat

The Tour of France

Thursday, the 1st of July

[illegible]

Friday the 2nd

[illegible]

Saturday the 3rd

[illegible]

Sunday the 4th

[illegible]

Monday the 5th

[illegible]

Tuesday the 6th

[illegible]

Wednesday the 7th

[illegible]

Daily Journal Continued

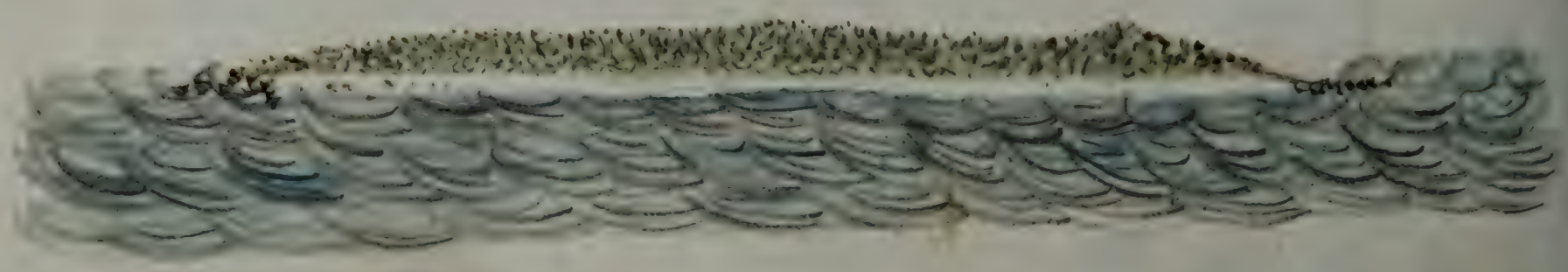
Friday the 11th 1851

Commencing from the preceding page it could have been built by after intention for a town that we long 3 days past have at taken Dail Island Bearing this to the Eastward of the Island of Stokes Hill to strike one then we Bout it then for after to land then we gave that it in the Island Island he had Crew Back from land of the Island Bearing at 15 miles at 5 hard days changed and Steady with 2 sails in sight and the land we have gone 25 miles to the Second Evening the night

Saturday the 12th
Light wind and Squall
Sails and Boat in sight

Sunday the 13th
Fine Weather at Daylight saw Cape Island Bearing S.S.E. 10 leagues dist 15 miles at 8 AM Bearing S.S.E. dist 4 miles Steering E.S.E. for Stokes Island with 12 sails in sight and about 50 canoes following us

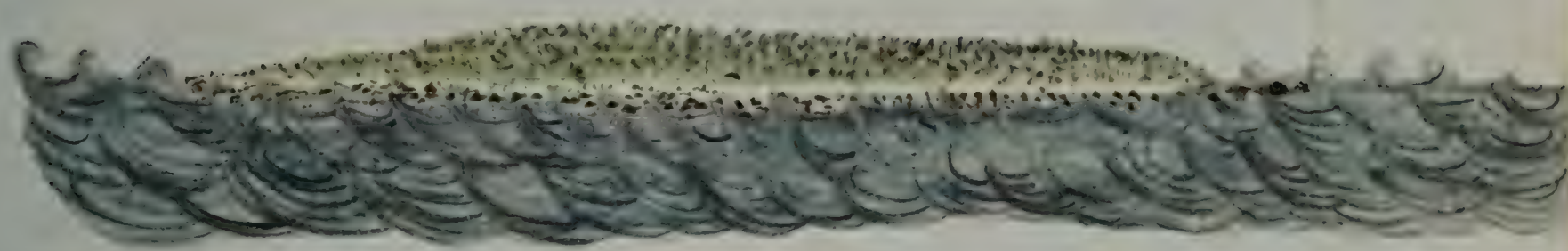
Cape of Hope Island Bearing S.S.E. dist 4 miles



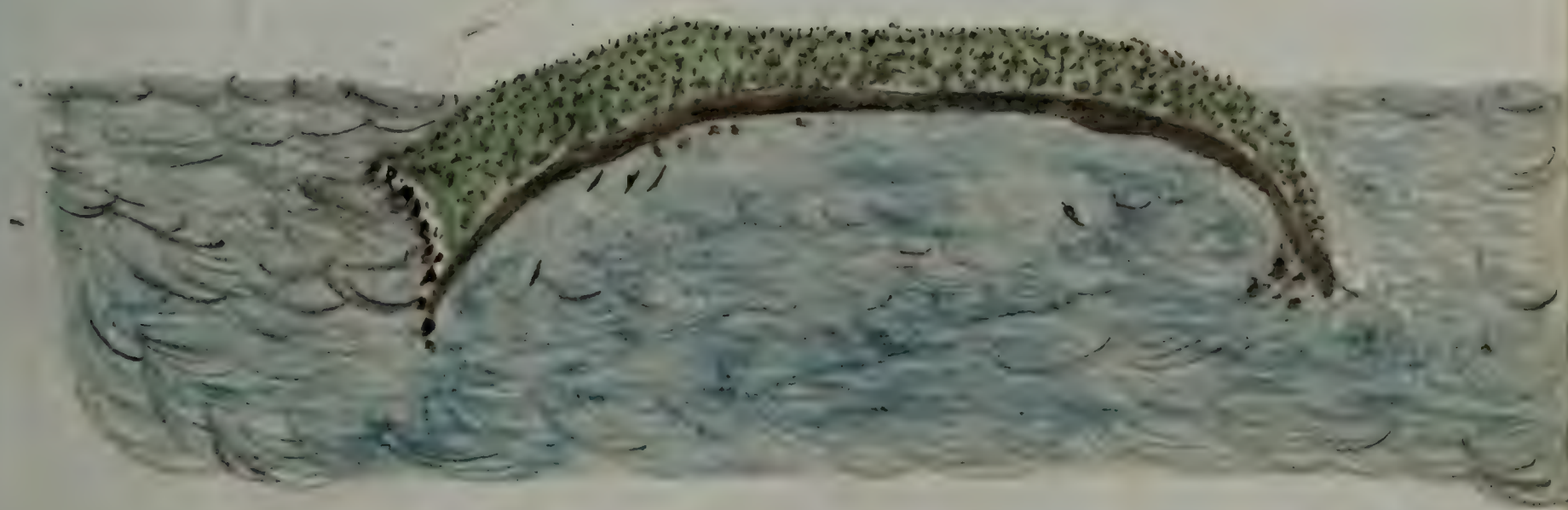
On the Coast of Greenland

Monday January the 14th 1851
Off Cape Farewell Bearing S.E. by E. 10 Miles
At 8 P.M. hauled for the Ice
Off Cape Farewell at 10 P.M.
Made it the Light from the Bearing
and took the Latitude Sight Taking
Point of Ice on the Starboard Bow
Land at the Cape for Instruction
Ice at the Bearing of Light Hole
the Bottom Weight of Incomplete
Ice a Fast Point Ice the Strength
Will Stand of Power Sick

View of Powder Floe
Bearing N.E. to S.E. Off Shore



The Same Bearing
S.E. Off Shore



Ship Herald Cruising

Tuesday January the 15th 1850
first part strong breeze
bring off land and breakers
[illegible] 10 AM [illegible] away
[illegible] and thought it be the [illegible]
but we have it be true

Wednesday the 16th
strong breeze blowing
[illegible]

Thursday the 17th
strong breeze blowing
& [illegible]

Friday the 18th
fine weather & blowing for
the coastwarde

Saturday the 19th
fine weather

Sunday the 20th
light breezes at 8

Monday the 21st
[illegible] have [illegible] [illegible]
[illegible] [illegible] [illegible]
[illegible] [illegible] [illegible]

[illegible] the 22
[illegible] [illegible] [illegible]

[illegible] the 23
[illegible] [illegible] [illegible]
[illegible] [illegible] [illegible]
[illegible] [illegible] [illegible]
[illegible] [illegible]

On the last Cruise

Wednesday Jan 14th 1857
Commenced at noon in Lat
of near 41 deg Longitude
Had very fast since we left Oswego
Blood lost 8 Pulses each

Thursday the 15th
at 5 P.M. the last bunge
this Boat land broke on Steerer
of her the last a Steerer Board

Friday the 16th
light winds and baffling

Saturday the 17th
light winds and baffling
at 5 P.M. in sight of
the Isle land Blue and
Raised Hard Lake land
Steered

Sunday the 18th
left Isle Hardy and Blue
Lands 5 P.M. in Westward
Lake Ontario the Lake Blue
in sight

Sunday in the
afternoon Report Upon Inspection
of the Weighbard bunge were found
at 4 foot in the hold and
Needle Pipe at 4 foot
in the Fish hold and Cloth
Keeped the Water out Inspection
of Steerer Lake to the Pipe

Ship Abigail Cruising

Tuesday the 29th of Jan 1856
Fine weather & pleasant
lat 16 N

Wednesday the 30th
Fine weather the wind
from the S & E Spoke to

Thursday the 31st
Fine & moderate strong
breeze at 6 P M Passed
a Sail at

Friday the 1st of Feb
Fresh gales & hazy P M
the wind came down and
Blew hard it became so bad
the Mizzen Topsail was
split & the main sail
split & the Jibs
the last time on board
of them. We lowered
the Boat and towed on
board as we and got
the Boat hoisted in and
made fast & the foresail
was set in a little by Brace
the foresail being Blown
to Ribbons

Saturday the 2d
Light airs & Pleasant
the wind Blew hard
in the night

Sunday the 3d
Light airs & Pleasant

On the 1st Second

Monday the 4th 8h
fair light breeze & steady
weather. Passed the Cyclades
& Crete & Cape
Sidero Crete

Tuesday the 5th
fine weather steering E by N

Wednesday the 6th
fine weather steering E by S

Thursday the 7th
fair breeze & steady steering E by
S Saw a large bark off S.

Friday the 8th
fair wind & light breeze steering
E by S Passed Malta at 8 A.M.
Barb. 80 Steam

Saturday the 9th
Light breeze steering E by S
Arrived

Sunday the 10th
Spring breeze steering E
to the Dardanelles
at 5 P.M. passed the Bosphorus
at 7 Entered Ocean Bosphorus

Monday the 11th
fine weather

This August Cruising
Tuesday the 12th 1850
Gundy and Captain

Wednesday the 13th
Sun rises Cloudy the wind
from the Southward
at 4 50 in Sight the
Barclay of Sandwich
the Captain came on board
and Played the Carning
and Brought a Bottle
of Juice

Thursday the 14th
Fine Cloudy the Barclay
E & at 3 hauled with
the Barclay

Friday the 15th
Fine Fresh Breeze
the for Starboard
Tack at 7 A.M.
Raised a School of
Sperm going to the West
at 11 tacked the W 30
stuck a Cast the Boat
struck into the Starboard
Side Struck a Cow and Calf
Upon the Calf but drawed
the L 13 Struck and
killed Cow the L 13 but the
Calf the W 13 Run Struck

Another and Darted it at
3 feet the Cow Throwing
Flukes & Tailing in Sight

[illegible]

Wednesday the 14th
Squally Unsettled Weather

Thursday the 15th
Squally at 6 PM got into port
53 Bbls

Monday the 18th
Fine Weather Steering to the Northward.

Tuesday the 19th
Fine Weather Steering by to the Northward.

Wednesday the 20th
Fine Weather Steering to the Northward

Thursday the 21st
Fine [illegible] steering [illegible]
to the Southward

Ship Abigail Cruising

Tuesday the 12th 1836
South and Saffrin

Wednesday the 13th
Fine Weather. We being
from the Westward
18 & 5 on Tuesday
the Captain of Sandwich
the Left Name in Boat
and Played the Evening
and Bought a Bottle
of Juice

Thursday the 14th
Fine Weather the Boats
E & W of 3 hundred Miles
the Barbia.

Friday the 15th
Fine Wea the Sloops
Left for the Island
Where we Left 7 Men
Repair a Shout gone of
Repair going to the West
after Leaving the E 30
Struck a Calf he which
Stayed the Remained life
after Struck a Cow and Cut
from the Calf but drawed
the S B Struck and
Killed One the S. B. took the
Calf the W B the Struck

Cooper and Turned in at
8 Bell the Left Sloop
Reading Killed in Right

On the Line Columbia

Saturday February the 16th 1850
a fine Weather at 3 P.M.
a Boat manned Cutter came
out in 2 days time and brought
Captain Little the Chief
Engineer Alfance Beaver
So the last of Brother
at 9 A.M. Jerusalem the
Cutting the Cutter left
Began Berling

Sunday the 17th
Squally Unfolded Berling

Monday the 18th
Squally at 6 A.M. Squalls
Baffling Prey moved 4
57 Bell

Monday the 18th
fine Weather Clearing by 10 the
Northward

Tuesday the 19th
fine Weather Clearing by
10 the Northward

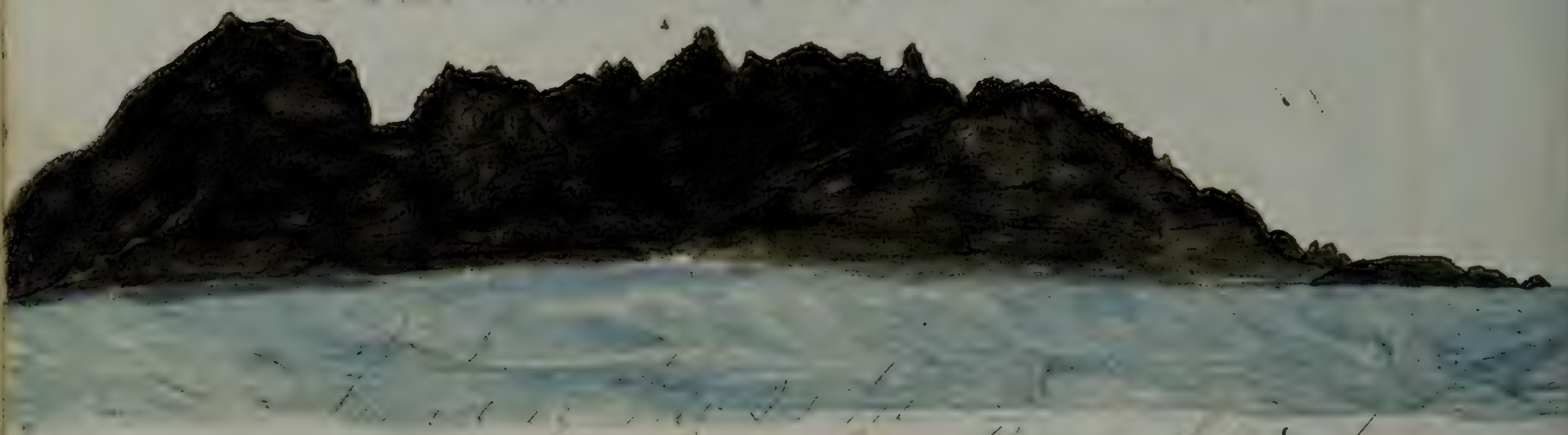
Wednesday the 20th
fine Weather Clearing by
5 P.M.

Thursday the 21st
fine Weather Clearing by
10 the Southward

Friday the 22d
fine Weather Clearing by
10 the Southward

Ship Abigail Fernandez

Saturday the 23 of Feb 1850
All of these 24 hours Light winds at 4 A M Raised the Island [illegible]
Bearing N E b E Dist 40 miles



Sunday the 24th
at 2 A M Tacked Ship to the East ward at 12 M the Island Bearing S S E Dist 8 miles

Monday the 25th
Fine Weather at 2 A M Tacked to the Northward at 12 M of the Island Bearing N E b E Dist 30 miles

Tuesday the 26th
fine Weather at 6 P M the [illegible] Dist 12 miles Bearing S [illegible] and tacked to the [illegible] at 12 M to the Northward at 12 M Bearing S [illegible] Dist 15 miles Steering N W

Wednesday the 27th
Strong Breezes and Squally first part Steering S W Latter part Steering to S W

Thursday the 28th
First part fine Steering to [illegible] at 12 M [illegible] and Steered to [illegible] latter part Clear

Friday Oct the 28th 1851
first part strong winds and
light & blowing to 21 at 3 PM
Passed Wellington's Island

Wellington's Island
Bearing S E by S Dist 3½ miles

~~Bearing S E by S Dist 40 miles~~
Bearing S S Dist 20 miles
at 5 P M there was a Canoe
came off with a white man in it
we got 1 Green Turtle
at 6 put away for attention was
all of the latter part Rainy

Saturday the 2

Strong winds and squally at 6 P M
Shortened Sail and luffed too
at Daylight put two off to
Sea & the land was Plain near
Enough to see 2 Ships lying off and on
and then luffed to the Wind
on the Back to Port is to

Sunday the 3
Strong trades but Clear & blowing
to the Northward to go Clear of Island
and Shoal at 5 P M hauled off
S to the Clear the trade

Ship Abigail Towards

Monday March the 4th 1850
2 strong trades first part
2 steering N & N.E. latter part
Breaking the L. side of the Cargo
Hold to stow Oil

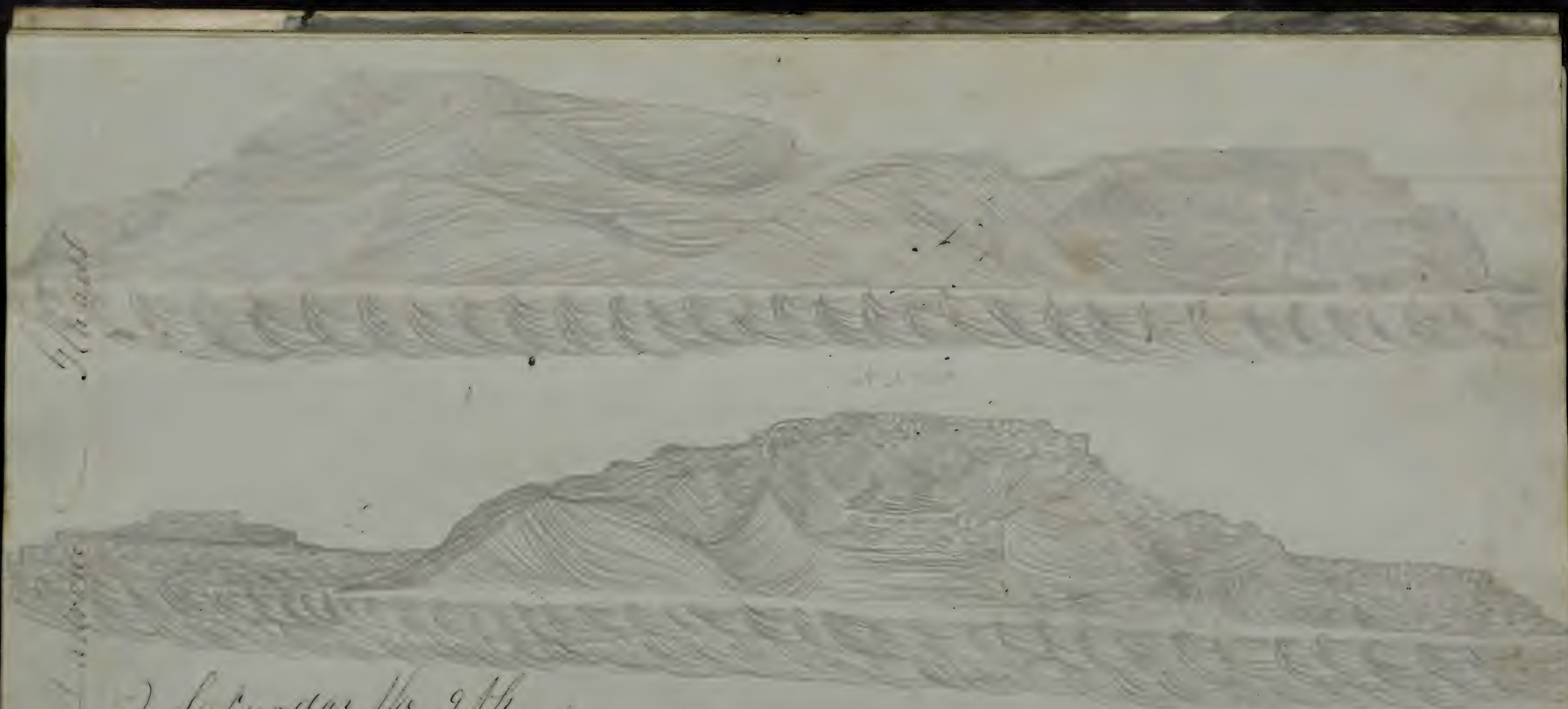
Tuesday the 5th
2 strong trades steering N.E. & E.
under Easy Sail employed
Stowing Oil

Wednesday the 6th
Strong trades employed
Stowing Oil at 6 P.M.
finished latter part strong
trades steering N.E. & N.E.
Lat 12-13 150:30

Thursday the 7th
2 strong trades steering N.E. by N. & N.
at 9 A.M. set the F.topmast
Studding Sail
Lat 13 18 147:56

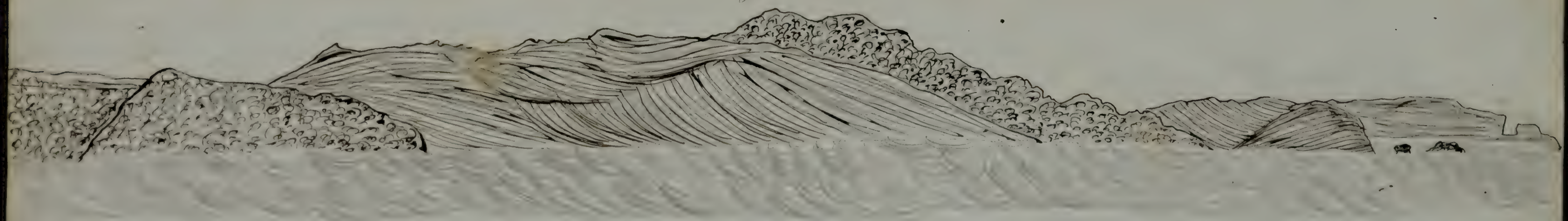
Friday the 8th
2 strong trades steering N.E. & N.E.
at 10 A.M. Passed the Island
Rotta

This is a leaf of it Bearing N.E. & N.E.
Dist 2 miles



Saturday the 9th
at 7 P.M. put the Ship S.W. by S. Vote Bearing N.E. by N.
Dist 3 miles and then until 9 P.M. and hoisted
a Northerne at Daylight Tacked Ship Found Bearing S.W. &
Dist 30 miles Sat 11 A.M. took a Pilot and others for

Island Guam Bearing N E. Distance 6 Miles



Ship — Abigail lying at Cheam

Entered at the 9th of March 1840
at 3 p.m. came the anchor
in the Harbour of Romarec Cheam
at 4 took a Raft of Cattle on
shore for market at 9 took them
along side

Sunday the 10th
took off 3 Rafts of timber
and stowed it

Monday the 11th
took off 1 small Raft and
got ready to go at 4 P.M. to anchor
in the Harbour of Cheam

Tuesday the 12th
the J. Leake went on shore
for 3 days debarking

Wednesday the 13th
fine weather. Employed in nothing
particular

Thursday the 14th
Employed loading the ship
at 1 p.m. the Reach returned

Friday the 15th
fine weather the J. Leake went
on liberty the Reach on Square
Employed in getting off timber

Saturday the 16th
strong gale [illegible]

Sunday the 17
fine weather at Anch. the
Reach returned to the lying

Ship — August Going at Cleans

Monday the 17th 1850
fine weather the Black
Went Ashore for 3 more Days

Tuesday the 18th
Employed Blacking Bends &c

Wednesday the 19th
Finished getting wood leaving
got off 12 Cords at 7 the
Mark Returned to the Ship

Thursday the 20th
fine the Mark went
Ashore for liberty

Friday the 21st
Strong trades and squally
Sprung the fore top gallant
mast & fly jibb boom

Saturday the 22
Strong trades Employed
Shifting Water and Cleaning
the Starboard Cask
at 5 PM Sent the Boat
in for the Mark but none
came off to Day Discharged the Cook

Sunday the 23d
at Eight Sent the Boat
for the Mark but all came
off but 23 Seamen

Monday the 24th
Sent the Main topsail
& Main top sail and
got the latter up then Returned

Tuesday the 25th of March 1857
fine Weather but a very heavy
Swell in the Harbour of Iquique
In Capt Young and Lady came
on Board at 6 P.M. but could not
Move for the gale

Wednesday the 26th
at 6 A.M. Broke the Cable and
and drove to Sea

Thursday the 27th
Strong Trades and Squally at
4 P.M. Shake Hatchet down
and Lost Sight of a Schooner
latter part Moderate Wind &
Clear Skies in Sight Lat 19.18

Friday the 28th
first of fine the Other Ship in Sight
latter part Squally

Saturday the 29th
Strong Trades and Squally Weather
Shifting by to the Northward & Sail in
Sight to windward

Sunday the 30th
Strong Trades Shifting by to the Nor.
Lat 18.58 19.15

Monday the 31st
Strong Trades Shifting by to the
Northward, latter Overclouded Reducing
a Main topsail for a Storm

Tuesday the 1st of April 1857
Strong Winds from the East &
Shifting by to Northward under
Close Reefed topsails at 5 A.M.
Killed the Pulock

Ship Abigail

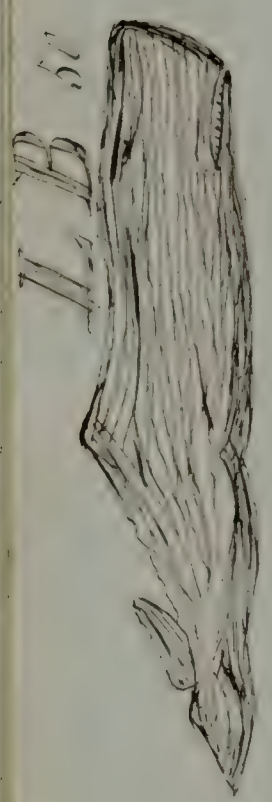
Wednesday April the 3rd 1850
Strong Winds from the
East ward Steering N by E

Thursday the 3rd
Strong Winds from the
East ward Steering N by E
Employed in Repairing Sails

Friday the 4th
Strong gales Steering N by E
at 1/2 P.M. Raised a
School of Whales at 2 lowered
the Boats and Boats the
Boat struck at 4 took the
Whale to the Ship and
Prepared for cutting at
5 A.M. Called all hand
and commenced cutting
at 12 M. finished 43:12 25 31

Saturday the 5th
first part Employed Clearing
away the Head at 4 finished
and Started Lines Latter
part Smoky with a heavy S
Easterly Swell Employed Boiling

Sunday the 6th
commenced with Smoky weather the wind
from the Southward at 5 P.M.
a heavy Bank came up from
the N.N.W. and commenced
Raining and Blowing heavy we
Cabled down the works and
kept in all day except a close Reefed
main top sail and Stay Sails
at 5 A.M. commenced Boiling
up 5 Barrels of Sail off the Wast
Beam Steering by to the Eastward
the wind N.E. and Raining



Journal of Captain Young

Monday April the 3rd 1854
Commences with strong winds and
rainy Employed Bailing under close
reefed top sails at 6 50 m
finished Latter part Fresh
Employed Clearing up

Tuesday the 9th
Commences with moderate winds
from the N E Steering by the Sun
at 4 50 m put her top sails and
and double reefed topsails
at 6 a m Raised the land one
of the Bonin Islands at 9 a m lowered
a Boat and went on Shore and left
our Passenger on Shore

Wednesday the 10th
fine weather at 4 P M the
Boat Returned to the Ship
with a few Onions and stood
off one Southern back at 6 P M
Saw 2 sails Latter part
Employed in getting down our
between decks

Thursday the 11th
fine weather steering by the sun
at 1 P M Raised a school
of whales at 2 lowered the 3
L & Boats and Chased
at 4 h 50 m the L Boat struck
the back the line all but flake
and then cut the cable
in about half the line when he killed
the Cow and cutting hard line together
at 9 a m Raised whales again a gang
to windward and chased for the
ship but it was up before we came
up with them

Ship Abigail Cruising

1355 bbls

Friday April the 12th 1850
Commences with fine weather whales in sight at 12½ P.M. lowered the 3 first Boats at 1½ the L.B. struck at 3 boat then along side and commenced cutting at 8 finished the Body and set the watch with the head along side at 1 A.M. Started the works at 6 A.M. called the hands at 7 got the head in at 11 all clear and started the first the Bonin Islands in sight

Saturday the 13th
fine weather employed Bailing the land still in sight

Sunday the 14th
first part thick and squally at 5 P.M. had a thunder shower and called Daima few minutes at 10 P.M. finished Bailing. fire burned up 54 Bbls Sperm part fine weather the wind from the N.E. saw a number of fin Backs

Monday the 15th
fine weather latter part employed Breaking out the L side of the Fore Hold to stow oil

Tuesday the 16th
fine weather employed stowing oil

Wednesday the 17th
fine weather the wind from the S.E. steering by the N.E. employed stowing oil at 11 A.M. finished the oil it showed 98 Bbls

Lat 23.10 Lon 40

On the Main Ground

Thursday April the 18th 1850
first & part fine Weather Steering
E by S & the Wind from the S.S.
at 4 finished Showing and Washed
off Decks after part of Employed
Breaking the after Hold for
Tent

Friday the 19th
Fine Weather Steering to the Eastward
the Wind S.W

Lat 28.40 Long 130.00

Saturday the 20th
Strong winds from N E Steering
by to the Eastward Under
Double Reefed topsails
Employed Repairing Sails

Sunday the 21st
Strong Winds from the N E
and Squally Steering
to the Eastward also
fin Decks

Lat 28.00 Long 132.00

Monday the 22d
all of these 24 hours Blowing
a gale from the N N E at 6 A M on
wore Ship to the Northward

Lat 27.17 134.40

Tuesday the 23d
Blowing a gale from the N E
Steering by to the Northward

Lat 27.50 134.35

Wednesday the 24th
Strong winds from E N E
the Ship under double Reefed
top sails

Lat 28.43 132.24

Thursday the 25th
first part Strong winds Steering by to the Northward
latter part Bent a new Mizen top sail and Repaired
Main Sail

Lat 29.30 134.19

Ship Abigail Towards

Friday the 26th of April 1850
Strong Winds from the E N E
Steering by to the Northward
under Close Reefed top Sails
Employed Repairing the main Sail

Saturday the 27th
more moderate Employed
Repairing fore & fore Sail
and Overhauling Rigging 31 40 155 02
Steering by to the N E

Sunday the 28th
light Winds from the N E
Steering by to the Northward
N E
Lat 32-53 155-22

Monday the 29th
light Winds from the Eastward
Steering by to the N E
at 6 P M Set the watch
for the N W Coast Lat in
part Broke out Stores for the
Men

Tuesday the 30th
Moderate Breezes from the E S E
Steering N E Some of ye
Employed mating Side
Cloths 35-58 156-3

Wednesday the 1st of May 1850
Moderate Breezes from the S E
and foggy Employed fitting
[illegible] and at the
Hatching & Rove Chafing of able

The Most Honest

Thursday May the 2nd 1850
first part Light and 99
Low Barometer Backing over
to Noises

Friday the 23d
moderate Breezes from the N to
Steering N E by N

Saturday the 4th
first part Moderate Breezes
and foggy from the Southward
at 23/4 a Min the Wind
veered to the N W and blew
heavy Close Reefed topsails
Steering N N E

Sunday the 5th
Strong gale from the N W at
2 P M a Boat in the Bore
Tail

Monday the 6th
first part Blowing a
Gale from the N W latter
part moderately Steering
by to the N W the Wind
N N E

Tuesday the 7th
Moderate Breezes from the North
Steering by to the N W

Wednesday
light Winds from the
S E Steering N N

Ship Abigail Towards

Tuesday the 9th 1850
first part Moderate
Breezes from the SW
at 1 PM Saw a Whale
going to the Eastward quick
Steering N 44/20

Friday the 10th
light Winds from the
Southward Steering N
45 =

Saturday the 11
Strong Winds from
the So Steering N

Sunday the 12th
Strong Winds from the SW
at 12 Oc it hauled to the NW
and blew a gale

Monday the 13th
Strong Winds from the N.

Tuesday the 14th
light Winds and foggy

Wednesday the 15th
Nothing Caused of Much
Moment Upto Monday the
21st at 5

Tuesday the 21st at 5 PM
Raised the land bearing NW
Dist 75 Miles at 11 PM Wore
off at 2 Am again and lost
Sight off it at 7 AM
Raised it it was White to it
Snow We Stood into the Bay
all Day and at 10 PM of Wednesday
it was 2 Miles off

Peter Pollaski

Wednesday the 29th of May 1850
fine Weather Wind first part
S.S.W. Standing off and on
the land of Dutch part
Shewing by so the West wara
for the land, at 10 P.M.
Packed off Run the Harbour
was Bearing N.W. by W. dist 20
at 1 A.M. Packed on the
Ship heading S.W. at 12 P.M.
Commenced Drawing Gradually
and increased the Gale
until 7 A.M. when it Cleared
up So that we saw the Passage
Bearing N.W. dist 20 miles
we put off a few minutes but not
being sure that it was the Passage
we hauled too on the S. side it
then Blew heavy into the Bay
So that the Ship would not
lay her course but allowing for
Lee way at 8 Bore to the N.N.E.
at 9 to the S.S.E. it now blew a
Gale at 9½ hoist in the jibs and close
Reefed the Bore and Mizzen top Sails
we Carried Sail very hard to get an
offing for the E. Point off the land
called St. Peter St. Pauls Bearing
S. by S. dist 15 miles and if the
Ice wished as we gained off shore
not hauled to the Northward we
could hardly expect to weather the
Cape but Fortune favoured us for
our Safety but the Sea was the
worst that I ever saw and
a thick Snow Storm So that we
could not see a ¼ of a mile at 11½
A.M. hoist in the F and Mizzen top
Sails and tried to close Reef the
main but we could not it so
heavy and was so Cold that the men could
not work we got the Earings fastened

Ship Abigail

Wednesday the 22 of May Continued 1850
and 5 / 8 pm P. M. on the weather
yard arm so it stood through
the Gale so Emsloth a thick Snow &c.

Thursday the 23
Commences with the same
Glooming prospects the other
Ended / with at 9 P. M. took in the
Fore Sail it Blew near to Pieces
in doing so the main Stay sail
Split / Parted and that
Blew to Pieces at 5 A. M. the
Gale moderated at 8 saw the
Land the nearest part Bearing
W N W Dist 30 miles having / Passed
about 25 miles to the East ward
if the wind had Have Backed
as to the South nothing could have
Saved us. the Capt in Quandary
whether to go on or Return /
thinking if we went on with the
Ship that the Greater part would
leave him so that he would be
Distressed for Men
So Ends

Friday the 24 th
moderate winds from the N W
at 1 / 2 8 pm the / concludes that
he would Return to Japan
and made sail and / shaped
his course accordingly S. E.

Saturday the 25 th
Strong / winds from the N E
blowing S. E.

Record of the Tides & Currents
Tuesday the 27th of May 1890
Moderate Breeze from the Southward
Strong Breeze from the Southward

Wednesday the 28th
First part strong breeze from
the Southward at noon light
breeze Strong the Southward
Latter Part strong breeze
at 3 P.M. to South Fresh the
Shift and South the Wind
Shift

Thursday the 29th
at 1 P.M. on the Spring tide
it flow 5 fm and 1 fm in Gale
Strong off S.E. Lat 44 36 163-40

Wednesday the 29th
Strong Gales from the N.E. & N.
Shifting 3-6 124-58

Thursday the 30th
First part strong breeze from
the Northward, Shifting Strong
S.E. & S. latter part light breeze
and Moderate Shifting to the S.E. & S

Friday the 31st at half tide
first moderate Breeze from the
S.E. Shifting to the S.E. & S.E.
in Breaking Sea for leader
and filling the Main Deck

Saturday the 1st of June
light Breeze from the S.E. to
Shifting to the S.E. & S.
Employed Repairing the Main Deck

Ship Abigail 1856

Friday the 14th of June
Strong Breezes from
the Eastward Steering S
at 7½ a Bri Spoke the
Bark Marcus of Sag Harbour-
35 Months 450. Made

Saturday the 15th
Fresh Breezes from the
E & E Steering by in the
E S E at 5 P.M. hauled
aback for them to come
down at 6 Spoke them
and he came on Board

Sunday the 16th
from this time to the 27
Working in to Eastward
Slowly. Shortening Sail Night
Dusting the time Saw
nothing of land.

Thursday the 27th
the Wind from the E S E
Steering by to the N E foggy
and Some Squalls
& Rain

Friday the 28th
Moderate Breezes from the E S E
Steering by to the N E at 7
P.M. Set Sea Watches
with the intention of making
a Straight Course for the
Sandwich Islands

Saturday the 29
Moderate Breezes from the S W
Steering E by N & E employed in setting
rigging and making the most of the Sheets

Forward to Sandwich Islands

Sunday the 30th June 1850
moderate breeze from the N.E.
steering E by S. Saw numbers
and spoised Latter part steering E
at 31.54 long ~~[illegible]~~
1 17:24

Monday the 1st of July do
moderate breeze from the
N.E. steering E by S. Employed
in fitting the Bolt-sprit Cap

Tuesday the 2nd
first part light breezes from
the Westward steering E by S
latter part calm employed
fastening the jaws of the main
yard & Gaff

Wednesday the 3rd
light variable winds from the South
steering E by S

Thursday the 4th light winds from
the N.W. steering E by S saw
porpoise

Friday the 5th
light winds and fine weather steering
E.N.E.

Saturday the 6th
very light winds from the Southward
steering E.N.E. 18:11

Sunday the 7th
light winds, winds and fine weather
steering E.N.E.
32.28 : 167:41

Ship Abigail Towards

Saturday the 20th of July 1850
fresh Breezes from
the N E Sheering by to the
E S E latter part Blew
stronger and hauled to the
Eastward at 11½ A M Wore
Ship to the Northward
Lat 27:00

Sunday the 21st
Commences with strong
Breezes from the Eastward
Sheering by to the Northward
under Stop Sails Employed
Breaking Out for Water
Between Decks at 9 A M Wore
to the S E

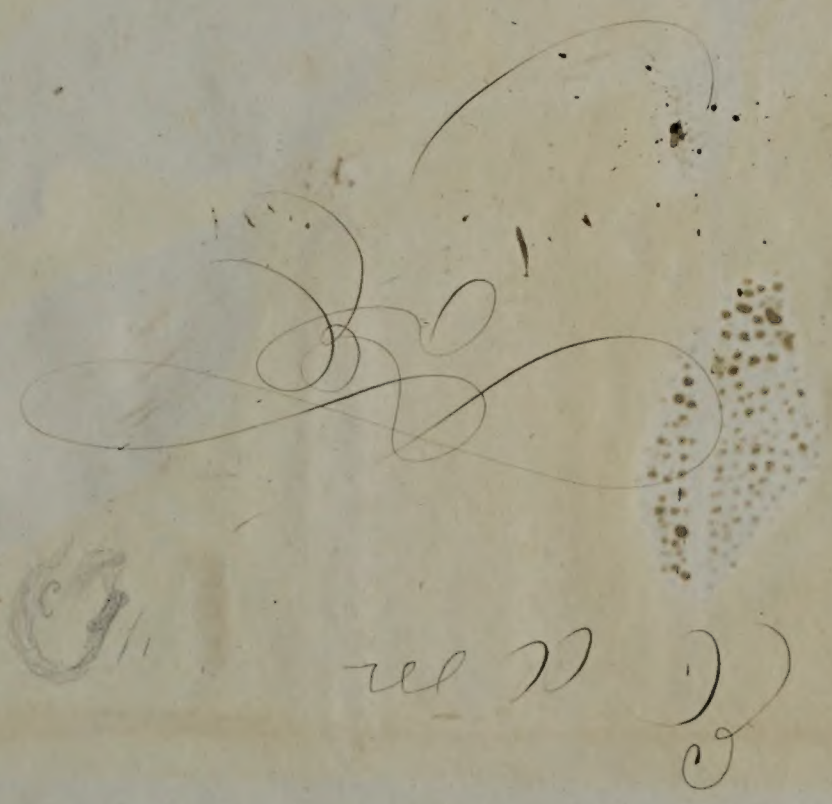
Monday the 22d
Strong trades from the E N E
Sheering by the Wind S E

Tuesday the 23d
Strong trades from the E N E
Sheering by the Wind S E
Lat 25:31 155:45

Wednesday the 24th
trades more Moderate
from the E by S Sheering by
the Wind S E by S
Lat 23:54 Long 155:17

Thursday the 25 Commences
squally the Wind E Sheering
S S E

Friday the 26th
Moderat trades E by N
Sheering by S E by S



Ship Abigail of New Bedford
March the 2d 1848 –

New Bed

New Bedford

10 80
1 50
2 12½
14-42

Mock Auctioneer.

An amusing writer of comic sketches in London, gives the following specimen of that class known as the mock auctioneer:—"Who'll buy this padlock and key? (Holding it up to the light, and around). 'Taint a Bramah, for them can be picked. This was picked out of ten thousand, my friends, picked out by myself—out of the choicest lot in the country. There's music for you. (Locks and unlocks it.) Why it clicks like a gun lock. Its dog cheap at three shillings, and you may have it at eighteen pence. Who says? It has as many wards as London, and holds as tight as a bull dog. There's real strength in it.—Sampson's strength was in his locks, this beats him entirely. Come, give us a bid. You must have something to lock up. If you are married, lock up your wife, and keep her from gadding about—save your shoe leather and doctor's bills. Come, give us a bid. Sixpence did you say, sir? Thank you, sir. It is yours."